The Victoria Daily Times.

Vol. 6.—Third Year. VICTORIA, B. C., TUESDAY, FEBRUARY 1, 1887. No. 21

HATS! HATS!

We have just received, direct from London, a Splendid Line of

Christy's Celebrated Stiff Hats

PRICES LOWER THAN EVER.

A. GILMORE,

Merchant Tailor & Clothier,

JOHNSON STREET.

$6 PANTS! PANTS! PANTS! $6

Made to Order for $6

AT

LEASK & MORRISON'S, 304 Government Street.

BUSINESS DIRECTORY.

HOTELS—VICTORIA.

THE AMERICAN HOTEL,

YATES STREET, VICTORIA, B. C.

Established 1859. Rates $1.00 to $1.50 per day. jan14 T. J. BURNES.

THE CLARENCE,

FRANK G. RICHARDS, Jr., Lessee,

Cor. Yates & Douglas streets, Victoria, B.C. Tourists' headquarters. New and elegant in all its appointments. Cells supplied with all conveniences of modern hotels. First-class in every respect. Prices moderate. sep1

THE OCCIDENTAL.

JOSEPH BAYLEY, Prop.

The Home from Home, cor. Wharf and Johnson streets, Victoria, B. C. Fronting on the wharves of the California, Puget Sound and Fraser ensemen. Close ban Pacific and E. & N. railways. Largest and most convenient Hotel in the city. Everything new. Table well supplied. Bar and Billiard Room attached. Fireproof building. Imported Edinburgh and Burton Ales always on draught. Rates—$2 to $2.50 per day, according to location of rooms; cold to per day, according to location of rooms; cold to

ORIENTAL HOTEL.

Wm. McKION & SON, Prop's.

American plan. Is the most desirable first-class hotel in the city. Terms moderate.

THE GORDON HOTEL.

ROBERT McDERMOTT, Prop.

Johnson St., bet. Store and Wharf, where "Old Bob" will be found at his usual business office—"Red Whiskey" bar. Good cigars. Hospitably invites old and new friends to give him a call.

THE COLONIST HOTEL.

BEACON HILL.

Lovely scenery! beautiful surroundings! A pleasant and healthful summer resort, overlooking Juan de Fuca Straits, and only one mile from the Postoffice, Victoria. Families can be provided with suites of room at moderate rates. Good fare—the cook has just been engaged. Telephone call 547. mar22

COSMOPOLITAN HOTEL.

JOHN BERRYMAN, Prop.

Board and Lodging, per week.....$5.50 and $6. Board, per week.....$4.50 Meals, per night.....25cts The bar is supplied with the best Wines, Liquors and Cigars. Southeast corner Fort and Douglas streets, Victoria. sep18

HOTELS—VANCOUVER.

THE BURRARD HOTEL,

MARTIN & BALFOUR, Prop's.

Corner Carrall and Cordova streets, Vancouver, B.C. The only first-class hotel in Vancouver.

DOUGALL HOUSE.

JOHN DOUGALL, Prop.

Cor. Cordova and Abbott sts., Vancouver, B. C. Fitted Hotel in the NW. It is a new building, containing every appliance for the protection, comfort and luxury, including fire escapes, of guests. European and American plan. Fire in every room. Sample room for travellers. The dining room is in charge of Mr. SCHLENK, who is universally acknowledged as a Caterer.

HOTELS—NEW WESTMINSTER.

RICHMOND HOTEL,

NEW WESTMINSTER.

Has been thoroughly renovated and refurnished throughout. Conveniently situated within easy distance of railway and steamboat landings. First-class in every respect. Rates $1 to $1.50 per day. JOHN RANKIN, jan13 tm Proprietor.

HOTELS—KAMLOOPS.

CASMOPOLITAN HOTEL,

KAMLOOPS, B. C.

Is situate at the junction of North and South Thompson Rivers, and is one of the most delightful localities in the Province. First-class Fishing Guides for tourists. Brags meets All Trains. J. T. EDWARDS, Proprietor. sep24 tf

HOTELS—WINNIPEG.

NEW DOUGLAS HOUSE,

WINNIPEG, MAN.

Most conveniently situated for citizens and visiting Westmen. Pleasant and cheerful rooms, giving a fine view of the skirt thoroughfare of the city. Prices moderate for first-class accommodation. Free Bus. BENNETT & CO., Proprietors. sep22 3m

RESTAURANTS.

BELVIDERE RESTAURANT,

F. DAVIS, Proprietor.

Yates Street, bet. Government and Broad st. only. (Open day and night) First-class in every respect. Favorite in season. Give us a call. Meals from 15 cents upwards. oct18

MUSICAL.

HERR HEINRICH ROHRER,

PROFESSOR OF PIANO.

Piano Montreal, has arrived and will remain for a permanent in Victoria. For terms, etc., address Hotel Dufard, where he may be seen daily. dec23

EDUCATIONAL.

CORRIG SCHOOL,

A PRIVATE AND HIGH CLASS BOARDING SCHOOL.

For young gentlemen. Will re-open on Monday, January 10th, 1887. Full staff of Instructors. Four exhibitions for Boarders. dec 8 tms

SCHOOL FOR BOYS.

R. J. CAMPBELL, B. A.

Private tuition for candidates preparing for examinations. Rae street, next above Blanshard. jan1

FOR SALE.

FOR SALE—An established Hotel business, with a paying trade, in a thriving village, in a district noted for the best farming. A good investment for a good man with CASH. Address, Box 5, Times office.

LEGISLATIVE NOTES.

The House was occupied all day long in discussing amendments to the address. Mr. BEAVEN's amendment to the first clause read as follows:

"We regret that Your Honor's ministers did not stipulate for reasonable freight rates for our products over the company's line when are the large and valuable concessions to the company, as, however fully or otherwise the Canadian Pacific railway may be fulfilling the expectations of its advocates and promoters, we consider that the present almost prohibitory provincial rates are detrimental to the mining, agricultural and commercial interests of the province."

To this reasonable proposition the following members voted NO:

Davie, A. E. B.,	Robson,
Allen,	Vernon,
Turner,	Prior,
Baker,	Cowan,
John,	Higgins,
Croft,	Thompson,
Dunsmuir,	Mason,
Anderson,	Davie, T.
Martin.	

Mr. STEENHOUSE made an excellent speech in moving an amendment to the sixth clause in the address. It appears in full in another column. It will be observed that the diction is perfect, the tone moderate and the argument conclusive and convincing.

Mr. DUNSMUIR made a customary exhibition of himself. The debate on Mr. STEENHOUSE's amendment brought up the Settlement Bill and the enormous "give-away" to the Onsiumgh Railway Company. The Hon. Mr. Yarrow, who had had executive as well as legislative experience, in respect to the responsibility of the ministers, was most fallacious. He read Todd's definition of governmental responsibility, which sustained the point taken, that the ministers only were responsible for all important measures brought before the House. It was not only the duty of the government to watch and make perfect their own acts, but they were required to watch and make perfect measures introduced by private members. It was the duty of the opposition to watch and criticize but not to initiate legislation. The hon. Attorney General, who was frequently very clear, was undoubtedly in this matter very far in the wrong. The government seemed to think that it was the duty of the leader of the opposition to set them right when they were going wrong, (hear, hear,) which although not his duty he frequently did. He was surprised to hear the junior member for Esquimalt say that he would vote against the amendment, after having expressed himself so strongly against the exorbitant rates of the railway. It appeared as though he was prepared to throw principles to the wind for the purpose of supporting this government (hear hear) in doing wrong.

Mr. Prior maintained that the freight rates were prohibitive. He was in the habit of shipping a large amount of agricultural implements into the interior, but in consequence of the heavy rates the farmers could not afford to buy them, and therefore they could not compete in raising wheat with eastern farmers. He would, nevertheless, oppose the amendment.

Mr. Martin thought the railway rates were protective to the people of Victoria, as he had found out that he could buy agricultural implements twenty per cent less in Victoria than in the East. The amendment was unnecessarily taking up the time of the House, and ought to be voted down.

Mr. Mason said the end sought to be gained was to worry and annoy the government. If the amendment was brought forward in another form, he would have great pleasure in supporting it. Like the member for Nanaimo, he had returned his "pass," so that he would be under no obligation to that company.

Hon. Mr. Robson deprecated the course pursued by the leader of the opposition in attributing to him the paternity of a passage in the address, while the speech was known to be the work of the government as a whole. He again defended his course on the railway extension, which he maintained was in the interests of the country. He admitted the technical, constitutional responsibility of the government, but maintained that there was a moral responsibility to which the leader of the opposition was liable, and claimed that the amendment was virtually a vote of censure on the late House. The object of mentioning the question of rates at all in the speech from the throne was to bring the matter forward, so that something practical would be done; whereas the amendment was only an abortive attempt to defeat the government. The House would certainly be doing its duty in appointing a committee of enquiry, as he was thoroughly satisfied the company were charging discriminating rates, which were unfair and prejudicial to British Columbia. It was more the work of a political demagogue than of a statesman, to work up indignation against a gigantic monopoly like the railway, and admitting there was an oversight in not stipulating against high rates, it was an oversight on the part of every member of the House, which could not be rectified by such a foolish amendment as that now before the House.

Mr. Anderson reiterated the opinion that it was the duty of the leader of the Opposition to have suggested an improvement at the time the bargain was made. The House, he thought, was almost as one in the opinion that rates were excessive, and if proper representations were made to the company the grievance would be remedied.

Mr. Orr said one or two important points had been overlooked in the discussion. He had objected to the enormous grant of land to the railway, which he had always maintained would be extended to Coal Harbor as a business necessity. No proposition had ever been made to extend the belt so as to include the extension, as stated by the Provincial Secretary, and the statement that in giving 6,000 acres we were saving many thousands, is wholly unfounded. It was the duty of the government, and not of the Opposition, to see that no differential rates were charged. The member for Nanaimo forgot, when he spoke about the cost of the road in British Columbia, that the government built that portion of the line and handed it over to the company for nothing. The government also seemed to forget, when they said the opposition were equally responsible, that the settled agreement was submitted to the House, after which adjournment immediately took place. Neither the members of the opposition, or any other member, had a chance to enter a protest, and it passed through without a dissentient voice. It had been said that members, in speaking of the rates, were founding their complaint on rumors, but every members of this House knew that the rates were prohibitive. Having been aware of that fact the government are remiss for not having taken some steps to remove the grievance, and fully merited a vote of censure even stronger than the one now before the House. By voting it down the House would be giving the company the handle it wanted. (Cheers.)

The House then divided on Mr. Beaven's amendment, which was lost on the following division:

Yeas—Bole, Beaven, Orr, McLean, Semlin, Grant, Ladner and Stenhouse—8.

Nays—Davie (T.), John, Mason, Cowan, Anderson, Baker, Prior, Turner, Vernon, Allen, Davie (A. E. B.), Higgins, Dunsmuir, Thompson, Croft, Martin and Robson—17.

The fifth clause was adopted on the same division.

On the sixth clause—referring to the E. & N. R., which is pronounced to be in successful operation, and the opinion expressed that the railway's influence on the country traversed will be such as to fully justify the expectations and reward the enterprise of its promoters.

Mr. Steenhouse did not think the House would divide in spirit or feeling though it may divide in form, on the question he was about to raise. To his mind the sixth clause of the address in reply to His Honor's gracious speech seems on the face of it to assert a very special claim to some process of amendment. He therefore had the honor to move that the following words be added to clause six: "At the same time, we deplore the irritation which has arisen among the settlers north of the Qualicum River, who have been denied the benefits, while sharing in the burdens, of the legislation by which this section of the Island Railway was constructed." In submitting this amendment to the consideration of the House he asked their indulgence while he endeavored to lay before them the reasons which have impelled him to take the course adopted. His action was founded on a contract which is now being viewed with much jealousy by the people of that part of the island. It is a contract that is naturally and necessarily repugnant to those who have the misfortune to be placed on the shady side of it. He desired, however, in the first place, to look at the whole matter from its least unfavorable side, although at the same time even that side seems to present a somewhat gloomy aspect. For this purpose he would call attention to the condition of the land, as regards its administration, within the belt of the Island Railway on this side of the Qualicum River. In doing so he would use the language of moderation, and would adhere to sober reality, as it was his earnest hope that he would never, on this or any future occasion, be misled into excessive language. It will be within the cognizance of hon. members on both sides of the House—at least we presumed that all or most of them have taken the trouble to inform themselves as the facts—that under the act of the last parliament which is now known familiarly as the Settlement Act, the laws which governed the administration of the land within the area now occupied by the Island Railway belt, underwent a radical and a sweeping change. There had been previous legislation, also of an objectionable character in the same direction, but the Settlement Act is a final and irrevocable arrangement, from which no party to the contract is now at liberty to recile. Under this arrangement the simplicity of titles, once the boast of the province, has become a thing of the past throughout the best half of the island. In that wide area not a yard of land is now purchasable as a matter of right or at any fixed price. Even the right of pre-emption will expire with the present year, and a doubt has also been raised as to whether those pre-emptors who are without a crown grant at the end of the year will have any legal claim to such title. Then the coal deposits have been conveyed in absolute perpetuity to the railway company to work as they please, so that none of the new settlers have any security whatever against the future subsidence of their lands or any legal claim to compensation for such damage. There is likewise an absolute alienation of the stones, clay and slates—substances of peculiar ability as adjuncts to a farm. In conversation with these railway settlers he had found that many of them are under the delusion that they are at liberty to quarry for such building materials as are required on their holdings. This idea, so reasonable in itself, is distinctly negatived by the third clause of the Settlement Act. It has also been said by no less an authority than the hon. Chief Commissioner of Lands and Works, whose absence from his accustomed place we all regret, that as the lands are no longer the property of the Crown it is incompetent for the provincial government to conduct surveys of such lands as provided in the Land Act of 1884. However, that may be, the fact is notorious that no such surveys have been prosecuted since the Settlement Act came into operation. To add to the confusion, the provisions of this act with respect to timber rights are a hopeless mystery. These and other provisions seem couched in language of amazing ambiguity. Many of the new settlers are in doubt as to their right to timber even for fuel before the railway reaches its permission termions at Comox, while an impression prevails among others that no such right will ever be theirs. To all appearance in the eyes of the immigrant the Land Act of 1884 and the Settlement Act are at war with each other. Such is the bewildering situation with which a simple settler, seeking a location on the southern and best half of the Island, finds himself confronted. Can anything be imagined more confusing, more aggravating or more maddening? Anything more likely to repel immigration and discourage settlement? Now with regard to the district of Nanaimo and the other districts on this side of the Qualicum affected by the Settlement Act, it may be urged, and with much plausibility by hon. gentlemen opposite, that the mischiefs mentioned are counteracted and perhaps more than compensated by the blessings of railway communication. But assuming for a moment that the railway were wanting in these districts, and that there was no prospect or a very remote probability of its being realized, will any hon. gentleman contend—will the hon. the senior member for Nanaimo venture to assert—that in such a case the existing confusion would be regarded with complacency in those districts? Would not there be a violent outcry—a shout of righteous indignation? The case is no imaginary or hypothetical one. If any hon. gentleman on either side of the House is so forgetful as to think it is, he begged to remind hon. members, and now that it is the case of the people of Comox. They, also, are goaded and writhe under their complaint. They have paid and suffered for a railway, but unlike those they have got none. Cursed with the bane, they now call for the antidote. (Applause.)

Mr. Grant seconded the amendment. He had held at the time of the passage of the Settlement Bill, that a great injustice had been done to the people of Comox, when it was not stipulated that the railway should be constructed to that point at an early date. The hon. member for Nanaimo will not deny that in the land secured by him, in Comox there are 1,000 acres that would build the Island railway and maintain it for the next ten years. The revenue from the Wellington mines have run up to the millions and have not exhausted over 300 acres. Geologists have estimated that there are 315,000 acres of coal lands in the Island railway belt, and having taken the heritage of the people, the people of Comox should have been given a railway. (Applause.)

Mr. Dunsmuir said the matter was now out of the power of the government, and out of the power of the House, and the amendment could do no good. (Oh!) It was only wasting time—everything was now in his hands.

Mr. T. Davie said the hon. member for Nanaimo should treat the House in a becoming manner, and he, for one, would not submit to such treatment. The government had passed the Settlement Bill and given that gentleman everything he wanted, but the government might find before the end of the House that the hon. gentleman was the worst enemy it had. (Sensation.)

Mr. Orr, having voted for the Settlement bill, could not now vote to condemn his own action. He regretted, however, that the people of Comox were laboring under any disability and thought the member for Nanaimo should excuse them that he proposed to deal fairly by them.

Mr. Beaven was grieved to see the senior member for Nanaimo make such an exhibition of himself. It had often been said that he was the government—the party behind the throne—who saw that the government did nothing wrong, unless it helped to make him affluent and wealthy. He now said that having got all he wanted, he defied the government and the House. He has built the railway, got the money and the lands, and lashes the people. (Hear, hear.) He will find out, or else his children will find out, that the people of British Columbia will rise in their might and smash his monopoly. (Applause.) It ill became that gentleman who had benefitted to the extent of half a million, by an act passed last session.

Mr. Dunsmuir—I rise to a point of order. I never got half a million.

Mr. Beaven—State your point of order; that is not one.

Mr. Dunsmuir—You are stating a falsehood!

Mr. Speaker—Order, order. If the gentleman is stating anything contrary to fact, another gentleman will have an opportunity to correct him.

Mr. Beaven—The honorable gentleman should apologize to Mr. Speaker for the language he has just used. Never since he (Mr. Beaven) had been in the House had he heard such language. (Hear, hear). He was stating (when so grossly interrupted) that the honorable member for Nanaimo had been made affluent by this government, and that by the act passed last session in respect to the gradients of the road half a million of dollars had been put into that gentleman's pocket. The extraordinary grants to the Island Railway had put wealth not only into the pockets of the member of Nanaimo, but of Stanford, Crocker and others. The road was only 75 miles long, and yet the land had been given away for 60 miles beyond, and the people of Comox, although in the railway belt, were without a railway. It has been pointed out frequently that every thing in that belt had been given to the honorable gentleman, and it would be difficult for a mathematician to tell how deep a farmer's plough could go without "infringing on the rights" of the gentleman from Nanaimo. (Hear). Much had been said as to the responsibility of the Opposition, and he would take this opportunity of referring to the subject, so that it would be set at rest forever. (He then quoted from Todd, proving that the duty of the opposition was to criticise acts of government.) The last general election had not been conducted in the manner in which it should have been, but the government had nothing to boast about in Victoria. A minister of the crown had been defeated, and a pronounced supporter had only got elected by seven votes. The House should show, as the member for Victoria had shown, some independence, and not allow the hon. gentleman (Mr. Dunsmuir) if he does rule the country to domineer over this House. (Cheers.)

Hon. Mr. Davie said more lands in Comox had been taken up since the passage of the Settlement Bill than had been occupied in all the past history of the province. The bane raised by the member for Comox (Mr. Stenhouse) was a dead one. Mr. Dunsmuir had not abused his power, and he was bound to say if he continued as he had commenced the country would not complain. He admitted that the hon. leader of the opposition had on several occasions made suggestions which had kept the government from making mistakes.

Mr. Bole said the duties of the opposition were very peculiar if the Provincial Secretary and the Attorney General had constitutional law, as they did not agree. In his view their duty was to criticise every act of the government. The present situation in regard to the Settlement bill was due to the fact that the mainland had not been properly represented; the mainland had sustained the loss and the island got all the benefit. Of the $750,000 received, $600,000 should have gone to the mainland, but worse still was the give away of the coal lands of the province.

Mr. T. Davie—Question.

Mr. Bole—I am speaking to the question. If the hon. gentleman does not know law better than parliamentary rules, he will never get along. The government should remember that public opinion frequently changed acts of parliament, and the member for Nanaimo may find by and by that another Pharaoh had risen to the treasury benches who knew not Joseph. (hear, hear) The working classes should receive the care and attention of the House—capitalists could take care of themselves. The hon. member for Nanaimo, he hoped, would use his power leniently, otherwise he would find it taken away by a greater majority than by which it was granted. (Applause.)

The House divided on Mr. Steenhouse's amendment, which was lost.

PRIVILEGE.

Mr. Bole, on a question of privilege, said the *Colonist* had entirely misstated what he had said on Friday when he rose to a question of privilege. A more deliberate false statement than was contained in Saturday's *Colonist* he had never read in any paper.

Mr. Higgins called attention to the condition of the closets at the rear of the buildings. The sanitary committee of the council had been called to the matter.

PUBLIC SCHOOLS.

The Hon. Provincial Secretary laid on the table the annual report of the public schools of the province.

The House adjourned at 6 o'clock.

NOTICE OF QUESTIONS.

Mr. Bole will ask the Minister of Finance what is the amount of the receipts from the New Westminster land office for the year ending 31st December, 1886, also the expenditure incurred in respect of said office during said period?

Mr. Bole will ask the Premier, is it the intention of the government during this session to introduce legislation to increase taxation upon unexcepted and unimproved lands?

MOTIONS.

Mr. Vernon will move the following resolutions:

That whereas, much dissatisfaction seems to exist at the transport rates charged by the C. P. R. Company in the province of British Columbia,

Be it resolved, that a select committee be appointed by the House, with power to call for persons and papers, and examine witnesses, to inquire into and report upon the cause of such dissatisfaction, with a view of the House taking such action in the premises as may seem to be desirable.

FIFTH DAY.

TUESDAY, February 1.

Mr. Speaker took the chair at 2.15 p.m. Prayers by Rev. Archdeacon Scriven.

PRIVILEGE.

Mr. Orr asked that the proceedings of the House, which had been ordered to be amended, be laid on the table.

SUMAS DYKING ACT.

Mr. Beaven moved that the petition of residents of Sumas and Chilliwhack for the repeal of the Sumas Dyking Act be printed and circulated. Carried.

THE ADDRESS.

On clause seven of the address, Mr. Cowan advocated government aid for the development of the alluvial mines of Cariboo. The government should place a sum of money in the estimates for the purpose of opening up a trail to the new diggings in that section.

Hon. Mr. Robson said any well matured plan for assistance by government aid in opening up new districts would receive the careful consideration of the government, notwithstanding the fact that the experience of the past was not of the most favorable kind.

Mr. McLean advocated a bonus, guarantee or loan for the purpose of assisting in opening up the quartz ledges of the interior. Anything done to develope the mining industry would be in the interest of the whole province, as all those connected with the business would become taxpayers and permanent settlers. The sum of $50,000 at least should be set apart for this purpose, and also to encourage prospectors in their efforts to find new diggings.

Mr. Allen endorsed the views of former speakers.

Mr. Grant said the future prosperity of our province depended upon its quartz and alluvial mines. In the past not less than $50,000,000 had been added to the wealth of the world from the mines of British Columbia. The district of Cassiar had increased its output during the past year, and other districts made favorable showings. The government would certainly meet the views of the House and country by bringing down a measure to assist mining developments. A former member for Cariboo had suggested a scheme whereby new discoveries would contribute to reward prospectors, which might be acceptable to the government and the House.

Mr. Baker advocated assistance to stamping mills. The miners in his district were opposed to offering bonus to prospectors, as they were afraid that the wrong parties would engage in that business.

Clause seven then passed.

On clause eight—referring to the coal output, Hon. J. Robson said they were waiting on the returns from the coal mines, which accounted for the report of the minister of the mines not being ready. The clause passed.

Clause nine and ten passed without debate.

On clause eleven relating to the failure of the C. P. R. to complete their contract for the extension of the line to Coal Harbor, Mr. Bole said he would like to know definitely what course the government intended to take in respect to the bond of the railway company. It had been maintained by the government that in granting the railway company aid to extend the line they were conserving the public interests, which if true would be an answer to all objections. The grant of 6,000 acres was said to have been made for the purpose of retaining 21,000 acres, which the Dominion government would have taken had this House refused the company's request. He pointed out the fallacy of this argument by showing that the land west of the North Arm had passed from the Dominion to the Provincial government before the last arrangement was made, and hence it was not in the power of the former to appropriate the 21,000 acres referred to. The bond given by the railway company was so loosely constructed that in the event of a suit to recover the amount of $250,000 they could not recover more than substantial damages. He exposed the gross dereliction of duty of the government in all their negotiations with the company in failing to protect the squatters, in indemnifying the company against litigation, in being parties to the robbery of private property owners, and in having accepted a bond instead of the cash for the due fulfilment of the contract for the Coal Harbor extension. He pointed out that instead of giving the company an absolute title, they should have made a conditional agreement, binding themselves to convey the 6,000 acres of land upon the completion of the foreshore, and refused to allow the citizens of Vancouver to build a small wharf on central ground. Future ages would have a poor opinion of the legislature that entered into such an agreement. The House should insist on the forfeiture of the bond of $250,000.

MARINE.

The Idaho arrived last night at 10 o'clock and left early this morning for Port Townsend and Portland.

The pilots of the Marine saw sharks back of Cape Flattery. They [illegible] we painted white.

Condensed Advertisements

Inserted under this head, Three Lines, one month, $1. Wanted, For Sale, To Let, Personal, Lost and Found, and similar advertisements, when not exceeding five lines—forty words—one insertion 50 cents, and one week, $1. Over five lines, 10 cents per line each insertion. If inserted by the week, 25 cents additional for the first week, per week, will be charged.

PROFESSIONAL AND BUSINESS CARDS inserted at the following rates: Cards occupying five or seven lines space, classified, $3 per month. Each additional line, ten words, 50 cents per line per month.

Special arrangements made for advertisements not inserted every day.

WANTED.

WANTED—An energetic man, with small capital, to carry on a business. No opposition on the Pacific coast; good pay; good reasons for selling. Can sell all he can manufacture at sight. Samples of work can be seen. Address J. B. JOHNSON, P. O., Victoria. jan24

WANTED.—A woman or girl to do general housework and cooking. Liberal wage will be paid to a suitable person. Apply to Mrs A. H. Gray, James Bay, between the hours of 11 a.m. and 1 p.m. jan25-6t

WANTED.—Steady employment in a warehouse, store, office or any similar occupation by a steady, respectable young man. First-class references. Address "Warehouse," Box 607, City. jan24 3w

WANTED.—Tenders will be received by the undersigned to the 1st of February for Blasting and Grubbing 10 acres of timber land on Jutty Island. R. T. WILLIAMS View & Gorge Street. jan 19 tf

IF YOU WANT Domestics, Farm hands, Labourers, Mechanics, Cooks, Waiters, etc., or any kind of labour done, call at the R. C. E. Bureau. PICKERING & Co., Fort St. Telephone 59. oct 28

SICK NURSE.

MRS. E. REEVE,

MONTHLY NURSE.

Late from Toronto. Address Post Office, City. jan29 6t

TO RENT.

TO RENT.—Two Front Rooms, furnished, Bedroom and Sitting Room, in the pleasantest row of the city; use of kitchen if required. Address "Apartments," Times office. Febr 6t

FOR RENT—A furnished House, 20 minutes' walk from Post Office with Outbuildings complete; will rent furnished or unfurnished. Apply to A. Ohlemann, Cridlemere Road, Victoria West. jan31 2w

FOR RENT.—One or two Rooms to let at Beaven's, over Victoria House; splendid lighted entrance to rooms in sight at head of stairs. Also Room on ground floor, 22x18 in rear of the Victoria House, entrance Broad street; suitable for sample or work room. Apply as above. jan24 tf WM. DENNY.

FOR SALE.

FOR SALE—A first-class Fire-Box Roller. Can be seen at the residence of Capt. Pamphlet, David street, Rock Bay. jan31 1m

PHYSICIANS.

DRS. HALL & HALL,

PHYSICIANS, SURGEONS AND ACCOUCHEURS.

Special attention given to diseases of the Throat, Chest and Skin. Drs. and Mrs. J. L. HALL, M.D., C.M. F. W. HALL, M.D., C.M. OFFICE—Pioneer Block, Douglas street. Consultation free.

MEETINGS TO BE HELD.

ST. ANDREWS and CALEDONIAN Society meets in their hall, Broughton street, between Government and Broad streets on the FIRST FRIDAY of every month. All Brothers are invited to join.

WILLIAM SCOTT, Secretary. jan 1-1y

AN ENTERTAINMENT IS GIVEN AT TEMPERANCE HALL every Saturday evening. Good Temperance speakers and Musical Selections, with Recitations, forming a good programme. The Blue Ribbon Band will be in attendance. All are cordially invited. Chair taken at 7.30 o'clock precisely. R. GRAY, President.

Yorkshire Market,

ESTABLISHED 1858.

W. W. EVANS & CO.,

Yates Street, between Government and Broad.

Beef and Pork Packers, Sugar-cured Hams, Breakfast Bacon, Pure Leaf Lard. Every class of goods pertaining to the business. nov27 1y

JOSEPH SEARS,

House & Sign Painter,

Glazier, Paper Hanger,

AND DEALER IN

Paints, Colors, Oils, Varnishes, Brushes, Window Glass and Wall Paper.

YATES ST., ABOVE DOUGLAS. jan29 1m

Kings Head Beer Hall

JOHNSON STREET

THE old favorably well known House has been splendidly renovated and refitted throughout and stands now unsurpassed the finest fitted up Houses in the town. Wm. White late of the Fountain Saloon, will be happy to see all his old friends and acquaintances, and the rest of the establishment shall be in no respect behind the oldest house in the city. Respect and comfortable for ladies and gentlemen. DOERINGER AND WHITE. jan13

HOUSE OF ASSEMBLY.

First Session of the Fifth Legislative Assembly.

Continuation of the Debate on Mr. Beaven's Amendment.

FOURTH DAY—CONTINUED.

MONDAY, Jan. 31st.

Mr. E. Allen spoke in opposition to the amendment moved by Mr. Beaven to the fifth clause, claiming that he was sincere and not afraid to go back to his constituents and face his strongest opponent. Under other circumstances he would support the principle laid down in the amendment.

Mr. Grant, in reply to the member for Nanaimo, who had insinuated that Mr. Beaven was not senior member for Victoria, pointed out that a number of votes had been improperly thrown out which would, had they been counted, have placed him, as usual, at the head of the poll (Cheers.) He was of opinion that the charges on the C. P. R. were nearly prohibitive, although the member for Nanaimo seemed not to think so. A case which had come under his notice was related. A gentleman came down from Kamloops to purchase a ticket to Montreal at Port Moody, where it could be procured cheaper than at Kamloops. But when he got back to Kamloops, on his way to the east, the company would not check his baggage, although he had a through ticket. The argument of the Hon. Attorney-General and the Hon. Mr. Yarrow, who had had executive as well as legislative experience, in respect to the responsibility of the ministers, was most fallacious. He read Todd's definition of governmental responsibility, which sustained the point taken, that the ministers only were responsible for all important measures brought before the House. It was not only the duty of the government to watch and make perfect their own acts, but they were required to watch and make perfect measures introduced by private members. It was the duty of the opposition to watch and criticize but not to initiate legislation. The hon. Attorney General, who was frequently very clear, was undoubtedly in this matter very far in the wrong. The government seemed to think that it was the duty of the leader of the opposition to set them right when they were going wrong, (hear, hear,) which although not his duty he frequently did. He was surprised to hear the junior member for Esquimalt say that he would vote against the amendment, after having expressed himself so strongly against the exorbitant rates of the railway. It appeared as though he was prepared to throw principles to the wind for the purpose of supporting this government (hear hear) in doing wrong.

Mr. Prior maintained that the freight rates were prohibitive. He was in the habit of shipping a large amount of agricultural implements into the interior, but in consequence of the heavy rates the farmers could not afford to buy them, and therefore they could not compete in raising wheat with eastern farmers. He would, nevertheless, oppose the amendment.

Mr. Martin thought the railway rates were protective to the people of Victoria, as he had found out that he could buy agricultural implements twenty per cent less in Victoria than in the East. The amendment was unnecessarily taking up the time of the House, and ought to be voted down.

Mr. Mason said the end sought to be gained was to worry and annoy the government. If the amendment was brought forward in another form, he would have great pleasure in supporting it. Like the member for Nanaimo, he had returned his "pass," so that he would be under no obligation to that company.

Hon. Mr. Robson deprecated the course pursued by the leader of the opposition in attributing to him the paternity of a passage in the address, while the speech was known to be the work of the government as a whole. He again defended his course on the railway extension, which he maintained was in the interests of the country. He admitted the technical, constitutional responsibility of the government, but maintained that there was a moral responsibility to which the leader of the opposition was liable, and claimed that the amendment was virtually a vote of censure on the late House. The object of mentioning the question of rates at all in the speech from the throne was to bring the matter forward, so that something practical would be done; whereas the amendment was only an abortive attempt to defeat the government. The House would certainly be doing its duty in appointing a committee of enquiry, as he was thoroughly satisfied the company were charging discriminating rates, which were unfair and prejudicial to British Columbia. It was more the work of a political demagogue than of a statesman, to work up indignation against a gigantic monopoly like the railway, and admitting there was an oversight in not stipulating against high rates, it was an oversight on the part of every member of the House, which could not be rectified by such a foolish amendment as that now before the House.

Mr. Anderson reiterated the opinion that it was the duty of the leader of the Opposition to have suggested an improvement at the time the bargain was made. The House, he thought, was almost as one in the opinion that rates were excessive, and if proper representations were made to the company the grievance would be remedied.

Mr. Orr said one or two important points had been overlooked in the discussion. He had objected to the enormous grant of land to the railway, which he had always maintained would be extended to Coal Harbor as a business necessity. No proposition had ever been made to extend the belt so as to include the extension, as stated by the Provincial Secretary, and the statement that in giving 6,000 acres we were saving many thousands, is wholly unfounded. It was the duty of the government, and not of the Opposition, to see that no differential rates were charged. The member for Nanaimo forgot, when he spoke about the cost of the road in British Columbia, that the government built that portion of the line and handed it over to the company for nothing. The government also seemed to forget, when they said the opposition were equally responsible, that the settled agreement was submitted to the House, after which adjournment immediately took place. Neither the members of the opposition, or any other member, had a chance to enter a protest, and it passed through without a dissentient voice. It had been said that members, in speaking of the rates, were founding their complaint on rumors, but every members of this House knew that the rates were prohibitive. Having been aware of that fact the government are remiss for not having taken some steps to remove the grievance, and fully merited a vote of censure even stronger than the one now before the House. By voting it down the House would be giving the company the handle it wanted. (Cheers.)

The House then divided on Mr. Beaven's amendment, which was lost on the following division:

Yeas—Bole, Beaven, Orr, McLean, Semlin, Grant, Ladner and Stenhouse—8.

Nays—Davie (T.), John, Mason, Cowan, Anderson, Baker, Prior, Turner, Vernon, Allen, Davie (A. E. B.), Higgins, Dunsmuir, Thompson, Croft, Martin and Robson—17.

The fifth clause was adopted on the same division.

On the sixth clause—referring to the E. & N. R., which is pronounced to be in successful operation, and the opinion expressed that the railway's influence on the country traversed will be such as to fully justify the expectations and reward the enterprise of its promoters.

Mr. Steenhouse did not think the House would divide in spirit or feeling though it may divide in form, on the question he was about to raise. To his mind the sixth clause of the address in reply to His Honor's gracious speech seems on the face of it to assert a very special claim to some process of amendment. He therefore had the honor to move that the following words be added to clause six: "At the same time, we deplore the irritation which has arisen among the settlers north of the Qualicum River, who have been denied the benefits, while sharing in the burdens, of the legislation by which this section of the Island Railway was constructed." In submitting this amendment to the consideration of the House he asked their indulgence while he endeavored to lay before them the reasons which have impelled him to take the course adopted. His action was founded on a contract which is now being viewed with much jealousy by the people of that part of the island. It is a contract that is naturally and necessarily repugnant to those who have the misfortune to be placed on the shady side of it. He desired, however, in the first place, to look at the whole matter from its least unfavorable side, although at the same time even that side seems to present a somewhat gloomy aspect. For this purpose he would call attention to the condition of the land, as regards its administration, within the belt of the Island Railway on this side of the Qualicum River. In doing so he would use the language of moderation, and would adhere to sober reality, as it was his earnest hope that he would never, on this or any future occasion, be misled into excessive language. It will be within the cognizance of hon. members on both sides of the House—at least we presumed that all or most of them have taken the trouble to inform themselves as the facts—that under the act of the last parliament which is now known familiarly as the Settlement Act, the laws which governed the administration of the land within the area now occupied by the Island Railway belt, underwent a radical and a sweeping change. There had been previous legislation, also of an objectionable character in the same direction, but the Settlement Act is a final and irrevocable arrangement, from which no party to the contract is now at liberty to recile. Under this arrangement the simplicity of titles, once the boast of the province, has become a thing of the past throughout the best half of the island. In that wide area not a yard of land is now purchasable as a matter of right or at any fixed price. Even the right of pre-emption will expire with the present year, and a doubt has also been raised as to whether those pre-emptors who are without a crown grant at the end of the year will have any legal claim to such title. Then the coal deposits have been conveyed in absolute perpetuity to the railway company to work as they please, so that none of the new settlers have any security whatever against the future subsidence of their lands or any legal claim to compensation for such damage. There is likewise an absolute alienation of the stones, clay and slates—substances of peculiar ability as adjuncts to a farm. In conversation with these railway settlers he had found that many of them are under the delusion that they are at liberty to quarry for such building materials as are required on their holdings. This idea, so reasonable in itself, is distinctly negatived by the third clause of the Settlement Act. It has also been said by no less an authority than the hon. Chief Commissioner of Lands and Works, whose absence from his accustomed place we all regret, that as the lands are no longer the property of the Crown it is incompetent for the provincial government to conduct surveys of such lands as provided in the Land Act of 1884. However, that may be, the fact is notorious that no such surveys have been prosecuted since the Settlement Act came into operation. To add to the confusion, the provisions of this act with respect to timber rights are a hopeless mystery. These and other provisions seem couched in language of amazing ambiguity. Many of the new settlers are in doubt as to their right to timber even for fuel before the railway reaches its permission termions at Comox, while an impression prevails among others that no such right will ever be theirs. To all appearance in the eyes of the immigrant the Land Act of 1884 and the Settlement Act are at war with each other. Such is the bewildering situation with which a simple settler, seeking a location on the southern and best half of the Island, finds himself confronted. Can anything be imagined more confusing, more aggravating or more maddening? Anything more likely to repel immigration and discourage settlement? Now with regard to the district of Nanaimo and the other districts on this side of the Qualicum affected by the Settlement Act, it may be urged, and with much plausibility by hon. gentlemen opposite, that the mischiefs ment

THE DAILY TIMES,

PUBLISHED EVERY JUDICIAL AFTERNOON,

By the Victoria Times Printing and Publishing Company, Lim'td.

At the office of Publication, Yates Street, near Government, Victoria, B. C.

SUBSCRIPTION TERMS:

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REGULAR COMMERCIAL ADVERTISING, as distinguished from everything of a transient character, will be let, advertising referring to regular business firms, at the following reasonable rates: Six lines and not more than one square, one month, $1 00. More than one week and not more than one fortnight, 50 cents. More than one month and not more than three months, 75 cents. More than three months and not more than six months, $1 00. Contracts for one year, $3, and charged only for every day insertion.

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THE WEEKLY TIMES enjoys the largest circulation in British Columbia, and is therefore an excellent advertising medium. Those who have tested the matter will cheerfully endorse the statement. A liberal discount on advertisements will be allowed at rates which can be ascertained on application at the office.

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J. C. McLAGAN, Manager.

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Tuesday, Feb. 1, 1887.

WHAT HAS IT DONE FOR US?

The question is frequently asked, what has the National Policy done for Victoria or its industries? Many go beyond that and ask, has it benefitted the Province in any one respect? Our belief is that it has been rather a detriment than a benefit to this part of the Dominion. The experience of the Pacific Coast provinces tallies with that of the Atlantic seaboard provinces, Manitoba and the Northwest, that while it bears severely upon the taxpayers, it confers no corresponding benefit. Here it may be interesting to ascertain: (1), how many new industries have been established in the province under its operations; (2), the number of men employed; (3), wages paid; (4), the cost of living now as compared with the wages paid prior to its enactment, and (5), have the wages paid the bread-winners been increased to correspond with the extra cost the tariff has imposed upon the necessaries of life. On these heads, to arrive at a satisfactory solution of the problem, it would be of advantage as bearing upon the discussion to hear from some of our artizans upon the subject.

So far as the tariff has affected the exports of manufactured goods from the Dominion, it has proved to be an utter failure, for notwithstanding the efforts made by exhibitions and otherwise to open new markets in Australia and elsewhere, the value of our exports, as compared with those of 1878, have decreased considerably. In 1878 the value of Canadian manufactures exported was $4,127,755. In 1885 it had fallen to only $3,181,501. We quote a few of the leading lines in manufactures exported. In 1878 we exported agricultural implements to the value of $88,091; in 1885 only to the value of $22,540. Of carriages we exported in 1878 to the value of $58,407; in 1885 to the value of only $17,765. In boots and shoes we exported in 1878 to the value of $238,345; in 1885 only to the value of $70,199. The value of the boots exported in 1878 was very nearly equal to the value of those imported. In some of the exports of iron manufactures there was a slight increase, but as manufacturers of machinery, castings, &c., for exportation, we have made little progress in the last nine years. A great deal has been said about sewing machines. In 1878 we imported 6,293 machines, at a cost of $101,408. In the same year we exported 30,429 machines, entered at the value of $273,258. In 1885 we imported 7,816 machines, valued at $168,469, and we exported 9,818 machines, valued at $69,235. There was a great increase in the number of machines imported—a very great decrease in the number exported.

In the export of manufactured agricultural produce have fallen off alarmingly. The following statement from the "Trade and Navigation Returns" will forcibly illustrate what high taxation has accomplished for the milling trade:

	Exports, 1878.	Exports, 1885.
Wheat flour	$4,751,800	$126,120
Indian meal	4,800	1,100
Oatmeal	64,257	235,200
Meal, all other	4,200	19,851

The export trade in flour and meal is, therefore, less than one-third what it was eight years ago. We have been told frequently that options made in Canada were sold at a lower price than United States cottons of the same quality could be purchased at the mills, and we have heard that cotton cloths were sent from Canada to Manchester and sold at a profit. Yet in 1885 the whole value of all the cotton we exported was only $37,191.

Considerable has been said about musical instruments and the immense strides that industry has been making of late in the Dominion. Notwithstanding the protection given this business a large failure occurred a few days since in Ontario. The value of all the organs, pianos, and other instruments or parts of instruments imported in 1878 was $500,157, in 1885 it was $427,383. The value of the instruments exported was in 1878 $21,837, in 1885 it was $134,084.

In Quebec, and the maritime provinces ship building, and rightly so, is an industry in 1878 as it had been previously. The advocates of the National Policy assured the people of these provinces that they would introduce legislation to revive it. How did they redeem their pledges? No sooner did they attain power than they taxed all raw imported materials. They afterwards gave a partial draw-back. Mark the result: From that day to the present the business has continued to decline. The number of vessels sold in 1878 and 1885 were:

	No. Vessels.	Tonnage.	Price.
1878	94	35,308	$1,318,146
1885	28	12,171	246,271

MERCANTILE FAILURES.

The National Policy does not appear to afford a check for commercial failures within the Dominion. By the annexed table it will be observed that since 1880 that is both numbers and amounts involved a large increase is apparent; the year 1883 showing the greatest in number, while the following year swelled the sums involved to the enormous amount of $18,939,000 which in 1881 was but $5,751,000. We herewith append a comparison, for a series of years, of the number and amount of these failures. Of course, as contrasted with the $16,000,000 of liability in 1883, and the $19,000,000 in 1884, these figures of the year just passed may be looked at with some complacency. Still, as the *Monetary Times* observes, it would have been pleasanter to chronicle a decrease than an increase in 1886.

	No. of Fail'res.	Liabilities.	No. of Fail'res.	Liabilities.
In 1880 there were	107 failures	$1,088,000	640	$4,000,000
" 1881 "	122 "	5,751,000	905	7,170,000
" 1882 "	172 "	8,347,000	1,046	11,522,000
" 1883 "	1,079 "	15,632,000	1,320	17,104,000
" 1884 "	1,219 "	18,939,000	1,307	16,764,000
" 1885 "	1,247 "	8,110,000	1,119	12,606,000
" 1886 "	1,592 "	10,371,000	1,362	13,401,000

In the above list it will be observed that no reference is made to the province of British Columbia. The failures here have been few in number and the sums involved not aggregating a very large amount.

In the United States, according to the same authorities the failures numbered 9,854, with liabilities of $114,000,000, as compared with 10,536 in 1885, with liabilities of $124,000,000. One person out of every 98 in business failed in the United States in 1886. In Canada about one in every sixty.

The Auditor-General, who is a Parliamentary officer of the Government, declared that to pay the Ottawa salaries in advance was illegal. The Government appealed from him to the Treasury Board and wonderful to relate the Treasury Board agreed with the Government. The Treasury Board is composed of members of the Government and they will now be able to draw their salaries in advance. Strange that they should have decided against the Auditor General.

The *Montreal Herald* on the Riel Controversy observes: Mr. Foster in his speech at Newcastle, N. B., claimed credit for Mr. Bowell for having expelled Riel from the House of Commons and credit for Sir John for having bribed him out of the country. They all claim credit for having hanged him, so that whether they tickle or whether they thump him it is all the same, they claim that they did exactly what was right and proper.

Nonoy here, says a correspondent writing from Ottawa, believes that Sir John Macdonald advised a dissolution of the House in order to conform to "constitutional usage" or to give the new electorate a chance of pronouncing upon his policy and conduct. Those who know the Tory leader best believe that he was afraid to face another session because of scandalous disclosures respecting the Ministers and their supporters that would certainly follow.

UNRULY "SOCIETY."

How a Washington Swell Mob Behaved at a Chinese Ball.

The Chicago *News* Washington special says: All agree in saying that the imposition on the Chinese minister at his grand ball was a shame. About 400 invitations were issued and 1500 people made their way into Stewart Castle. Dancing was impossible, because of the awful crush. It was not a ball, but a well-dressed mob. The cloak rooms were scenes of great confusion and the dressing room was so jammed that the stairway was crowded for hours with ladies trying to reach or return from it. There was so much confusion that ladies lost their wraps and gentlemen their overcoats and they had to go to the legation this morning to see if they could not be recovered. In the drawing rooms, which were jammed with people, many handsome ornaments were broken, and others are missing; but the most disgraceful scene was in the dining room, which was taken possession of early in the evening, as soon as the doors were opened, by a well dressed mob and occupied until the tables were cleared.

Ben Perley Poore says: "There was never anything like it, nor ever anything so disgraceful in the history of Washington society. Of the 1,500 people who were in the house, only about 200 persons reached the dining room, and they remained there. Some who wanted to get out were unable to do so. One Senator, who passed in early in the evening, relates that after seeing his wife he went to a table to get her some refreshments, but was not able to return to her because of the jam and did not see her again for two hours. The description of the affair which Chang Yen Hoon will send to his government would be very interesting, as bearing on the question as to whether civilization is a failure."

The House of Representatives has passed the pension appropriation bill.

The German Savings Bank, Jersey City, has closed its doors. There was a deficit of $70,000, and the cashier is now in the Dominion.

It is reported that there are now no less than 30,000 coal miners on a strike in New York. The loss from the strike is estimated at $1,000,000. Many of the families of the strikers are suffering severely and the misery infected is so great.

Dominion Elections.

To the Electors of Vancouver Island District for the House of Commons.

Gentlemen,

I beg to announce myself as a candidate at the coming Dominion Election for the representation of your important district in the Parliament of Canada.

I again solicit your confidence as a firm supporter of the Liberal Conservative party, whose policy has raised the Dominion of Canada to her present exalted position.

I will hold public meetings wherever I find it possible to do so, of which due notice will be given and at which I will give an account of my stewardship during the four years that I have had the honor of representing you in the House of Commons.

I have the honor to be,
Gentlemen,
Yours truly,
D. W. GORDON.

Nanaimo, Jan. 17th, 1887. jan18-dw

To the Electors of the City of Victoria District.

Gentlemen,

I again offer myself as a candidate for your suffrages at the coming Election, as a Conservative, but not as a slave to any party. My platform will be: (1) The well-being of Victoria and District, which has been entirely overlooked; (2) Vancouver Island and its varied interests; (3) British Columbia in general; (4) The Dominion and its people. As Mayor of the city, I feel it will enable me to bring before the Dominion Government these varied interests with greater force and effect.

Yours, &c.,
JAMES FELL.

Victoria, Jan. 19. jan19

To the Electors of Vancouver District.

Gentlemen,—Having been requested by a large number of Electors to allow my name to be placed in nomination as Liberal Conservative Candidate for the House of Commons for your large and important District, I respectfully announce myself as a Candidate for the favor of your support at the coming election.

I will be pleased to hold public meetings wherever possible as soon (in the course of a few days) as I have brought my official duties as Stipendiary Magistrate to a close and tendered my resignation.

Yours Faithfully,
J. P. PLANTA.

Nanaimo, V. I., Jan. 13th, '87. jan18

DOMINION ELECTION.

To the Electors of the Electoral District of Victoria

Gentlemen,—I beg respectfully to announce myself a candidate for re-election to the Commons as a supporter of the Liberal-Conservative party.

E. CHOW BAKER.

Victoria, January 24, 1887. jan24

Dominion Election.

The undersigned announces that he is a candidate for the representation of the Victoria Electoral District in the Commons of Canada, and respectfully solicits the vote and influence of the electors in said District.

W. A. ROBERTSON.

jan 18

To the Electors of Electoral District of Victoria

Gentlemen:

I beg respectfully to announce myself a candidate for re-election to the Commons, as a supporter of the Liberal-Conservative party.

JOHN ROBERTSON.

A. A. Aaronson,

PAWNBROKER.

Money advanced to any amount on Diamonds, Watches, Trinkets Trunks and Contents, or on any Approved Security.

Ladies and Gentlemen's Cast-off Clothing purchased. Parties called on at their residences. INDIAN CURIOS in rare and endless variety. Note the address—Johnson Street between Broad and Government. ad1

FOR SALE.

The Victoria Manor, Dry Goods Business.

ESTABLISHED 18 YEARS, AND NOW DOING a profitable trade.

The undersigned wishing to retire, offers the well assorted Stock for Sale en Bloc.

The brick Store, 22x50, with Between outbuildings can be leased for a term of years, also the brick Warehouse in the rear, with entrance from Broad Street.

WILLIAM DENNY,
Government St., Victoria, B. C.

The business will be carried on as usual giving the very best value for cash. jan19

BUTTER.

200 Kegs Choice Brockville and Morrisburg

BUTTER,

For sale by

THOS. EARLE.

jan8

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Money advanced on Watches, Diamonds and Jewelry of all kinds, Guns, Pistols, Trunks and contents, &c., &c.

UNREDEEMED PLEDGES for sale cheaper than ever.

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GRAND ICE

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VICTORIA TO ST. PAUL AND RETURN.

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VICTORIA TO MONTREAL AND RETURN.

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VICTORIA TO MONTREAL and Return, going via St. Paul and Chicago, and returning via C. P. Railway.

Good for Sixty Days.

For dates of sale and full particulars, apply to

D. E. BROWN,
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HALL & GOEPEL,

Wholesale Merchants,

STORE ST. VICTORIA.

(Assignees of the Estate of R. C. JANION.)

OFFER FOR SALE, AT GREATLY REDUCED rates, the following:

Fine Old Cutter Whiskey,
Ale and Stout, quarts,
Red and Green Case Gin.

ALSO, AN ASSORTMENT OF

WINES & LIQUORS

IN BULK AND CASE.

—Keep also on hand—

Tin and Terne Plate,
Sheet Lead,
Sheet Iron, &c., &c.

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The Vancouver Coal Mining and Land Company (Limited.)

Best Vancouver Coal

$7 PER TON OF 2000 LBS.

TERMS STRICTLY CASH.

The above Coal is Hand-Picked and of the Best Quality.

WM. GROFF,

OFFICE—FOOT of YATES STREET.

COAL! COAL!

HALL & GOEPEL,

AGAIN TO THE FRONT WITH

Best Double Screened

WELLINGTON COAL,

Weight guaranteed. Delivered to all parts of the city free of charge.

OFFICE:

Government Street,

Next Door to the Telegraph Office.

Wood and Coal.

Consumers, Attention!

VANCOUVER COAL.

Of a superior quality, delivered in any part of the city, at $7 per ton. Also

GOOD WOOD!

Delivered at current rates PER CORD (not loads).

All orders left at J. FISLA'S OFFICE, corner of Broughton and Government streets, or at the SCOTCH BAKERY, Douglas street, will receive prompt attention from the undersigned.

A. C. HOWE.

ISLAND RAILWAY

Cordwood & Timber Yard

RUSSELL'S STATION.

First-Class Cordwood, cut and split, made to order.

Cedar Posts and Poles for sale, and delivered in any part of the city, at reasonable rates.

ADAM IRVEN, Agent.

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If you will call on us you will find that our Stock of BOOTS and SHOES is well-selected throughout. We make a SPECIALTY OF REPAIRING; for neatness we cannot be beat. You will find us at

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City Auction Mart,

CORNER OF JOHNSON AND GOVERNMENT STREETS.

W. DUFOUR & CO.,

Real Estate and General Auctioneers,

Have now made improvements in their large and spacious premises, and are prepared to receive any class of Goods or Merchandise on Consignment, having the best facilities for disposing of the same. Prompt Returns.

Real Estate, Farm Lands and Farm Stock a Specially.

jan11 1m W. DUFOUR & CO., Auctioneers.

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Assurance Company

OF CANADA.

Head Office: 164 St. James Street, Montreal.

Assets	$1,400,000
New Business during 1886	$3,527,000

Don't Travel without an ACCIDENT POLICY in the SUN LIFE.

1. The SUN is a Home Company, investing all its funds in Canada, and has thus a special claim on Canadian business.
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3. Its policy is free from all restrictions, and is liberal and popular.
4. The SUN allows insurance on absolutely Unconditional Policies. There is no "if" or "but" to cause dispute or delay when a claim is made, and the only condition is the payment of the premium.
5. The SUN has not one contested or disputed Claim on its Books.

J. E. CRANE, General Agent for British Columbia

Office—Room 8, Spencer's Arcade, Victoria.

jan24 1m dw

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BELL ORGAN.

MANUFACTURED BY W. BELL & CO., GUELPH, ONT.,

is the pioneer in Canada, is today the only recognized High Class Instrument manufactured in the country.

The Superiority OF THE Bell Organ has been demonstrated at all the World's Fairs, and the demand is constantly increasing.

Intending purchasers will do well to call on the AGENTS FOR VICTORIA,

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CLOTHING AT COST!

A Genuine Clearance Sale of Clothing

AT COST FOR CASH,

Prior to Stock Taking, will take place at

The Golden Rule Clothing Store,

Commencing MONDAY January 17th, and Continuing Thirty Days.

Men's, Youths' and Boys' Suits.
Men's, Youths' and Boys' Overcoats.
Men's, Youth's and Boys' Pants.

All to be Sold at Cost Price, for Cash, at

THE GOLDEN RULE CLOTHING STORE. - - YATES STREET.

jan11

NOTICE.

Just Received from Eastern Markets, a Fine Line of

Chinchilla & Cheviot

SATIN LINED

OVERCOATS

Ordered expressly for my customers.

Full Cords and Coils for gentlemen. New Fancy Overcoats. Fur caps for ensuing Winter.

—ALSO—

Tweed Pants, from $2 upwards. Black Cloth $3 Dressed Suits at $18 each. Black Cloth $3 Dressed Suits at $20 per suit. And a full line of

Furnishing Goods, Clothing, Hats, Trunks, Valises, Etc.

LEWIS LEWIS,

YATES STREET.

NOTICE.

I HAVE TAKEN THE LEADERSHIP AND Management of the

Queen City Quintette Band.

And will furnish first Class Music for Parties, Hops, Balls, Weddings, Theatricals, &c., by the name of Queen City Quintette.

L. F. H. SARNTHEIN,
Victoria, B. C.

"ALMOST"

Given Away for 12 Months, and Premium Thrown in.

IN ORDER TO ESTABLISH A CIRCULATION of 10,000 copies a month of the LADIES DOMESTIC MAGAZINE, the publisher have decided to allow a limited number of subscribers to receive subscriptions with the order and receipts of FIFTEEN PAGE MAGAZINE in any one month for 50 cents, for one January. The Magazine is sent to the address of the ladies, or to any of their acquaintances, and the Magazine is a Journal of Home and Social with explicable elaborate patterns in Domestic Fashions and the entertainment and welfare of the Family generally. Address, in in Mr. Clement and Fort publisher of the Mail in Canada. Ladies desiring to subscribe for the Magazine should be without it, to every Man, Maid and Widow will be found suitable materials. Great inducements offered to those sending in Clubs. Boy, Bonnie Boys and Girls write for the particulars. From one to five dollars a day can be realized by a lady in her spare time. Agents wanted for this unquestionable Magazine. Every County will send it and will take it as soon as they see the Magazine, which will be distributed at the end of January. Send the of name and address, the postage and post card will cost you. Address, ADDRESS MRS. HILES, Business Manager, STANDARD BUILDING, Toronto.

BROWN'S

CLmax Washing Powder.

Awarded First Prize at B. C. Exhibition, 1886, and Medal and Diploma, 1886.

Large packages, 40c; 2 lbs. small, 20c.

FOR SALE BY ALL GROCERS.

W. JACKSON, Jr., Manufacturer's Agent, Victoria and Vancouver.

BIG DRY GOODS SALE

AT

Brown and White's

Next the Waterworks Office, Government Street,

FOR THE NEXT FEW WEEKS.

A Great Selling Off!

Previous to removal to our more commodious premises at the ALBION HOUSE, where in future our entire business will be conducted.

Our Stock Must Be Reduced

TO MAKE ROOM.

Everything Must Be Marked Down.

A further Reduction of 10 per cent. will be made on all purchases.

The Sale is now on, and will also be held at the ALBION HOUSE.

GIVE US A CALL

BROWN & WHITE

Government Street.

COMPLETE REVOLUTION IN

Monumental Work.

WHITE BRONZE MONUMENTS

Drawings and testimonials may be seen at the Office of the Agents for Victoria.

R. S. & R. WALKER,
Fisgard's Arcade.

Samuel May & Co.,

TORONTO

Manufacturers of

Billiard & Pool Tables,

With Steel and Monarch Cushions.

Importers of and Dealers in all kinds of

BILLIARD MATERIAL

Ten Pin Alley Balls Pins, &c.

Always in stock the B. C. Agency.

R. S. & R. WALKER,
Fisgard's Arcade, Victoria.

SAUSAGE SEASON 1886.

JULIUS BARRAN

Yates St., Next the Chronicle.

S. S. HYAMS,

THE NATIONAL POLICY.

Mr. Blake Believes in High Tariff for the Present Necessary.

Caution in Readjusting It—All Interests must be Protected.

In answer to numerous letters received by THE TIMES concerning the attitude of the Liberal party towards the National Policy we give to-day the following extract from the speech delivered by Mr Blake at the great political meeting held in Toronto last month:

As the election approached, said Mr. Blake, yet final, notwithstanding the pledge of 1882, as to the results of a fresh lease of power, the cry is raised again, "The tariff is in danger! To save the tariff you must once again return the Conservatives to office." If it be so that it is necessary to give the Conservative party a third lease of power in order to save the tariff, all I can say is that this is an acknowledgment that the principal pledge made by the government at the last election has not been fulfilled, and that they have failed to accomplish the promise on which they were returned. (Great applause.) I desire to refer very briefly to the attitude of the Liberal party upon the question of the tariff. In 1882 I stated my views upon that subject in the most formal manner, by means of the address I issued to the electors of West Durham, as a manifesto to the country, by the principles then laid down I still abide. I said:

"You know well that I do not approve of needless restrictions on our liberty of exchanging what we have for what we want, and do not see that any substantial application of the restrictive principle has been, or can be, made in favor of the great interests of the mechanic, the laborer, the farmer, the lumberman, the shipbuilder, or the fisherman. But you know also that I have fully recognized the fact that we are obliged to raise yearly a large sum, made greater by the obligations imposed on us by the government, and that we must continue to provide this yearly sum mainly by import duties, but to a great extent on goods similar to those which can be manufactured here; and that it results as a necessary incident of our settled fiscal system that there must be a large, and, as I believe, in the view of moderate Protectionists, an ample advantage to the home manufacturer.

"Our adversaries wish to present to you an issue as between the present tariff and absolute free trade.

"That is not the true issue.

"Free trade is, as I have repeatedly explained, for us impossible; and the issue is whether the present tariff is perfect, or defective and unjust.

"I believe it to be in some important respects defective and unjust.

"We expressed our views last session in four motions, which declare that articles of such prime necessity as fuel and breadstuffs should be free; that the sugar duties should be so adjusted as to relieve the consumer from some part of the enormous extra price he is now liable to pay to a few refiners; that the exorbitant and unequal duties on the lower grades of cottons and woolens should be so changed as to make them fairer to the masses, who now pay on the cheapest goods taxes about twice as great in proportion as those which the rich pay on the finest goods, and that the duties on such materials as iron, which is in universal use, should be reduced, so as to enable the home manufacturer, to whom it is a raw material, to produce a cheaper article for the benefit of the home consumer, and the encouragement of his former trade.

"I believe that by changes of the character I have indicated, monopoly and extravagant prices would be checked; a greater measure of fair play and justice to all classes would be secured, and the burden of taxation would be better adjusted to the capacity of the people who are to pay. Depend upon it, a day will come when by sharp and bitter experience we shall learn the truth; and many who even now applaud, will then condemn these particular incidents of the tariff."

My reference there to the fiscal and financial limitations of our condition has increased force to-day, for since that time enormous sums have been added to the public debt, enormous sums have been added to the annual charge, and notwithstanding the great taxation, a larger deficit than we have ever known since Confederation has signalized the last financial year. Therefore the question arises of these measures of readjustment which I suggested in that address, and which we had proposed in Parliament in the preceding session, would be found much more difficult to carry with the changed condition of affairs. We have no longer a large surplus to dispose of—we have a large deficit and a greatly increased scale of expenditure to meet. And it is clearer than ever that a very high scale of taxation must be retained, and that manufacturers have nothing to fear. I then declared that any readjustments should be effected with due regard to the legitimate interests of all concerned. In that phrase "all concerned," I hope no one will object to my including as I do the general public. In any readjustment I maintain that we should look especially to such reduction of expenditure as may allow of a reduction of taxation, to the lightening of sectional taxes, to the lightening of taxes upon the prime necessaries of life and upon the raw materials of manufacture, to a more equitable arrangement of the taxes which now bear unfairly upon the poor as compared with the rich, to a taxation of luxuries (and as high as will not thwart our object by greatly checking consumption), to the curbing of monopolies of production in cases where by combination or otherwise the tariff allows an undue and exorbitant profit to be exacted from consumers, and to the effort—a most important point—to promote reciprocal trade with our neighbors to the south. That is a modest programme, you may say, but I believe it to be an extensive programme, representing the full measure practicable of attainment, and which can be fulfilled only by much expenditure of time and thought, after full investigation, careful inquiry, and prolonged consideration of details, and of the bearing of each proposal, with the advantage of all these materials for forming a judgment on details, which are available only to men in office.

Not Realized.

Referring to the credit due Sir John Macdonald for completing the Canadian Pacific Railroad and redeeming the pledge given this province at the time of confederation, the *Island Sentinel* observes: "It must, however, be quite evident that the benefits anticipated by the people of the interior to arise from the completion of the C. P. R. have not been realized. The exorbitant rates charged, and shameful discriminations exercised, are designed to render the development of the mining and agricultural industry throughout the chief part of the province almost impossible. This flagrant injustice, we think, shall receive Mr. Mark's immediate attention, for no healier is the whole province and no more so in this respect than the one in which his chief is credit are numerous".

LAWS OF PRECEDENCE.

ENGLISH SOCIAL REGULATIONS FIXED BY LAW AND DECREE.

Not Framed According to the Whims of Heralds and Chamberlains—A Country Where Money Does not Affect Social Status.

The laws of precedence, as established in England, are very strict, and the slightest deviation from their rules is never allowed. It is all very well for people to sneer and shrug their shoulders, and call it rot, and rubbish, and fuss and feathers, and things like that, and think it great nonsense. It is generally, however, people whose station in life and position in society are both so far down in the scale as to make rules of precedence with regard to them grotesque and absurd, or else it is foreigners who, having no fixed rules of social precedence in their own country, imagine that there is no necessity for any anywhere else. In the atmosphere of mutual admiration and concurring opinion in which such persons exist, it is easy to agree together that not only is society a farce, but that its edicts and customs are ridiculous and silly.

I can only say to those persons who think the world can get along well enough without such rules, and that, therefore, it is of no consequence to know anything about them: "Just wait till you come to England, and go into good society, as you would wish to do. You will then see a strict regard for, and observance of these rules that will astonish you. Nay, more, if you exhibit an ignorance of them, or a reluctance to be governed by them, you will be put down as a barbarian. Lady Randolph Churchill, Lady Manners, Mrs. Paget and Mrs. Ronalds will tell you the same. They know."

ESTABLISHED BY ROYAL DECREES.

Now, there is a popular notion, even in England—but among the lower classes as a rule—that these rules of precedence are merely regulations of heralds and chamberlains, framed according to their whimsical fancies of etiquette and court subservicy. This is an error. The law of precedence in England is established not only by royal decrees, but by act of parliament. Again, some people imagine that the law of precedence is observed only at public state and court entertainments and ceremonials of the most formal character. This is another mistake. There couldn't be a greater. At all private entertainments where it becomes in any way necessary to have guests do anything "according to order," the rules of precedence are called into requisition. As, for instance, in assigning partners for a state quadrille at a ball at which "royalty" is present, and in sending guests into dinner at a dinner party, or breakfast at a wedding.

In America age and worldly possessions, with official, military, naval, scientific or literary standing are all considered in settling the claims of each. I believe I am right in this. In England they cut no figure if there be a number of the nobility, a baronet or a knight present. A boy duke, an empty-headed marquis or pauper earl will each precede a prime minister, a savant, a military or naval hero, a distinguished lawyer or millionaire who is below them in "rank." A duke, a marquis or an earl will take in a duchess, a marchioness or a countess or any lady of "title" in preference to the most celebrated poetess, or authoress, or wife of any great literary, professional or "rich" man who has no rank.

MONEY CUTS NO FIGURE.

Whatever else it may affect or control in England, money has nothing whatever, per se, to do with social status so far as the law of precedence is concerned. This much can be said for it, at all events. At first glance it might seem that this favoring of mere rank before mind was wrong. But it is difficult to see how it could be otherwise managed. And the fact is that great men of "mind" or "money" in England are not in the least hurt by having a lord put before them. They understand the law of social precedence; they know how it is, and they are as willing as anybody else to be governed by its rules. Indeed, they wouldn't dream of expecting any different treatment.

I have understood that in America English "lords" and "ladies" are always given the place of honor at entertainments, and their names put first in the published list of guests. Of course if this, in the spirit of that genuine hospitality for which Americans are so famed, is done to do honor to the stranger guest, and merely because he or she is a stranger guest, it is one thing. It is then quite in keeping with American institutions and thoroughly consistent with American customary open heartedness. But if it is simply because the guest has the title of "lord" or "lady," it is quite another thing. It then becomes a species of Anglomania toadying, a servile yielding of superiority to the bearer of a title that hasn't either the excuse of custom or the sanction of settled rule to uphold it. Another thing. Whether it be a graceful compliment to a stranger in a strange land, or an affectation of English ways in the pure spirit of a snob hunter, let me say this: It is a civility and mark of respect which will in no way be reciprocated in England. No matter what or who an American may be in America, unless he be president or ex-president, he is nothing in England. He has no "rank." I wish this were more understood in America than it is. If it were, the Bloomers, every learned and penny-farthing knight with their poor title of "sir" put above American gentlemen who are really and logically their superiors.—London Cor. San Francisco Argonaut.

Racing Between Trained Dogs.

A race meeting between dogs is conducted on a similar principle to racing between athletes. Each dog, according to his fleetness, is given a certain position in the field. If the hare is exceptionally fast he is handicapped about sixty yards in a 220 yards dash. The dogs are "placed" to their mark by an attendant. The starter stands near the tape line with a tape pistol in his hand. When he discharges this the "slippers" or handlers throw off the collar and chain of their charges and allow them to break away. A good running dog travels like the wind, sometimes covering 230 yards in a little over sixteen seconds. Whippets, a cross between the greyhound and bull terrier, make the best sprinters. It is very difficult to train these properly. They require—and generally receive—a great deal of attention. Sometimes they are latished in better style than thoroughbred racehorses. They must have the best of cooked food, such as chops, hard boiled eggs and toast; frequent baths and regular morning runs or they will fret and decline like a six months' old infant. When trained they are valuable, their price ranging from $700 to $2,000. Occasionally they repay their owners by capturing big cash prizes.—Sporting Paper.

For a Bad Breath.

A bad breath may be cured as follows, no matter what the cause: Three hours after breakfast a teaspoonful of the following mixture: Chlorate of potash, two drachms; sweetened water, four ounces; wash the mouth occasionally with a similar mixture, and the breath will be as sweet as an infant's of 2 months.—Hall's Journal of Health.

Bohemian Diamonds.

Makers of glass pendants for chandeliers find a ready sale for all imperfect and broken pieces. They go to the firm engaged in the manufacture of Bohemian diamonds—which across but the honest experts can tell from the genuine gem.—Detroit Free Press.

Cloth of the same standard composition do not always give out the same amount of heat. This fact has puzzled chemists for a long time.—Philadelphia Call.

The ice probably fifty centuries prior to the Ushi of Tokio.

How the National Policy Affects the Farmer.

Says the St. John, N. B., Telegraph:

In 1878 the farmers of this province were told that the national policy was necessary to give them the home market and consequent good prices. Then times were bad and prices of country produce were very low. Many gave heed to the flattering story. In the elections of 1882 they were told that the National policy had not yet had time to produce its full fruit; but that very shortly they would find its influence. How have these promises been realized? They have turned out to be as delusive as those who made them knew they would be. Here are the *Telegraph's* quotations of country market prices in January, 1878, and January, 1887:

	1878.	1887.
Beef, per pound	5c. to 6c.	5c. to 6c.
Butter, in tubs, per pound	22c. to 25c.	22c. to 25c.
Butter, roll, per pound	24c. to 26c.	22c. to 25c.
Buckwheat meal, cwt.	$1.50 to $1.75	$1.25
Chickens, per pair	40c. to 50c.	25c. to 30c.
Eggs, per doz	15c. to 20c.	20c. to 25c.
Geese, each	60c. to 70c.	50c.
Pork, per pound	5c. to 6c.	6c. to 7c.
Potatoes, loose, per bushel	$1.25 to 1.30	$1.10

From these quotations it will be seen, as many farmers know to their sorrow, that they are actually receiving less for their farm produce than they were in 1878. Eight years of the national policy has brought the farmer greatly increased taxes with actually lower prices for what he has to sell.

PERTINENT QUESTIONS

Did you ever buy any DRY GOODS or MEN'S FURNISHING GOODS that have pleased you as well or gave you such satisfaction as the Goods bought at our Store?

25 inch Grey Homespun Dress Goods	20
25 inch do, do. All Wool	25
42 inch Cashmeres Black and Colors	40
54 inch French do. do.	65
25 inch Scotch Homespuns Dress Goods in Light and dark Grey	25
26 inch Fine Black Velveteen	60
26 inch Colored do.	75
50 DOZEN	
Size 12x36 Linen Towels	12½
22 Yds., Unbleached Cotton for	1 00
14 Yds., do. do., Heavy	1 00
12 Yds. Canton Flannel	1 00
2 Yds., Wide Unbleached Sheeting	25
2 Yds., Wide White do., do.	35
12 Yds., White Cotton	1 00
9 Yds., do., Fine 36 inches Wide	1 00
15 DOZEN	
Ladies Cashmere Hose	40
40 DOZEN	
Ladies Cashmere Hose, Seamless	50
100 PAIRS	
Ladies Coraline Corsets in Gold and Scarlet per Pair	75
50 PAIRS	
Crompton's Coraline Corsets	1 00
75 PAIRS	
The famous Coiled Wire	1 25

A full line of Blankets and Comforters at our usually low prices

Mens Heavy Wool Undershirts	75
Mens Scarlet do. do.	90
Mens Vicuna Merino	1 15
Mens Lambs Wool at 1.25 at 1.37	1 50
All Wool Sox per pair	25
Mens Heavy Hose Knit 3 for	1 00

ARGYLE HOUSE,

CLARENCE BLOCK,

DOUGLAS STREET.

WM. O'REILLY,

Manager.

All Goods Marked in Plain Figures. nov23 DW

VANCOUVER CITY.

100 Choice City Lots

FOR SALE,

IN SAMUEL GREER'S SUBDIVISION OF Thirty Acres, fronting on English Bay, adjoining the location of the Canadian Pacific Railway Company's WORKSHOPS, ROUND HOUSE and Terminal Buildings. This is the most desirable property on English Bay and must increase rapidly in value.

Prices are low and terms as reasonable as to any others within the limits of Vancouver.

Plans of lots, prices and conditions, can be obtained on application to

SAMUEL GREER.

oct8 tf Vancouver.

FOR SALE,

Craigflower Steam Mills

Now doing a good business. Capable of making the best article of

OATMEAL

In the Province. Also,

A PEARL BARLEY MILL

Together with a TWO-ROLL MILL for Rice. An Oatmeal Miller will find this a rare opportunity. Apply to

sept13 D. F. ADAMS.

TOWN OF FARWELL.

Lots for Sale.

ALISOP & MASON.

Valuable Farm for Sale.

ONE of the best farms in Cowichan District comprising 320 acres of excellent land about 150 acres cleared, balance timber, well watered, which produces abundant crops of grain and roots. A great number of cattle, horses, hogs, poultry, etc., and all necessary farm implements including self-binder, mowers, etc. The owner also keeps a store and hotel, and is a good business on the place. For further particulars and terms apply to the owner Peter Aitchelach, R. C., or to Messrs. Fell & Co., Victoria. sept29 DW

PORTLAND BUSINESS DIRECTORY.

THE ST. CHARLES.

C. W. KNOWLES, Proprietor.

Two Hundred Rooms. The Leading Hotel of the Northwest, corner First and Morrison streets, Portland, Oregon. The house has just been thoroughly overhauled, from ground floor to attic, being repainted, papered and refurnished throughout. Twenty additional rooms added to the house, all entirely new in the most complete manner. An hydraulic elevator introduced, with a capacity for carrying 500 tons weight, making the upper floors as convenient as those on the ground. The St. Charles, as now arranged, is unquestionably the finest and most complete establishment of the kind in the Northwest. The Restaurant, in charge of Chas. Holmes, is conducted in first class style and affords visitors every luxury known to the epicure. jan14

CORBETT & MACLEAY,

IMPORTERS

And Wholesale Grocers, Shipping and Commission Merchants, Portland, Oregon.

jan19 D&W

J. McCRACKEN & CO.

IMPORTERS,

Wholesale Grocers and Commission Merchants, 62, 64 and 66 Front Street, Portland, Oregon. jan8

PRODUCE AND COMMISSION.

J. C. DEVLIN.

PRODUCE AND COMMISSION MERCHANT.

DeCosmos' block, Government street. Dealer in Eastern Cheese, Butter, Ham, Bacon, Lard, Flour and Oatmeal. Island and Mainland produce handled on Commission. Liberal advances made. Consignments of all kinds of produce solicited. sep30

REAL ESTATE.

JOHN J. AUSTIN.

NOTARY PUBLIC.

Real Estate and General Agent. Loans negotiated, Town and Country Property for sale. Office, Bastion street, next to Bank of British Columbia, Victoria, B. C. Box 93.

LOWENBERG, HARRIS & CO.,

REAL ESTATE AGENTS.

Purchase, sell and lease property, collect rents, make loans on mortgage and transact all business relating to real estate. Have charge of the various districts on the Island and Mainland, the attention of Capitalists, Lots, Homesteads, Dwelling and Farm Lands can be examined at their office. feb13

FINANCIAL.

GARESCHE, GREEN & CO.,

BANKERS,

Government street, Victoria, B. C. Deposits received on gold, silver, and U. S. currency. Interest paid on the same on time deposits. Gold dust and U. S. Currency purchased at highest market rates. Sight drafts and telegraphic transfers on San Francisco, New York and the principal cities. Exchange on London available in all parts of Europe, Scotland, Ireland and Scotland. Letters of credit issued on the principal cities of the United States, Canada and Europe. Agents for Wells, Fargo & Co.

MARKETS.

QUEEN'S MARKET.

L. GOODACRE,

Government street, Victoria, B. C., wholesale and retail Butcher. Contractor by appointment to Her Majesty's Royal Navy.

CONTRACTORS AND BUILDERS.

C. H. BORELLE.

CARPENTER, JOINER & CONTRACTOR,

Wharf street, near Johnson, Victoria. All kinds of jobbing promptly attended to and satisfaction guaranteed. If some knife up the Instalment plan. Charges moderate. sep24

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ARCHITECT,

Spencer's Arcade, Government street, Victoria, B. C. P. O. Box

JOHN TEAGUE.

ARCHITECT,

Government street, Victoria, British Columbia.

CIVIL ENGINEERS.

HARRIS & HARGREAVES,

CIVIL ENGINEERS, LAND SURVEYORS AND ARCHITECTS.

Plans, specifications and estimates furnished for buildings. 27 Corr. of Government & Fort Sts., up-stairs, Victoria, B. C.

MERCHANTS.

TURNER, BEETON & CO.,

MERCHANTS.

H. C. Beeton & Co.

32 FINSBURY CIRCUS

LONDON E.C. Wharf street, Victoria.

GROCERIES.

J. FINLAYSON.

GROCER,

Corner of Government and Broughton streets, Victoria, B. C. Dealer in fine family groceries of all kinds. Table delicacies in great variety. Also choice teas and coffees.

IRON WORKS.

ALBION IRON WORKS CO. (Ltd'd).

HOME INDUSTRY.

Engines and Boilers of every description. Cooking and Heating Stoves, etc.

ADAM GRAY, Manager.

W. F. SALLOS, Secretary.

TAXIDERMIST.

H. C. HALPENNY,

TAXIDERMIST.

Ready Mounted Birds and Animals Stuffed with dispatch and on reasonable rates. Johnson street, near Quadra, Victoria. dec7 DW

PLUMBING AND GAS FITTING.

A. & W. WILSON,

PLUMBERS, GAS FITTERS,

Bell Hangers and Tinsmiths. Dealers in Best descriptions of Heating and Cooking Stoves, Ranges, etc. Shipping supplied at lowest rates. Fort street, Victoria, B. C. Telephone call, 126.

TRANSPORTATION.

W. BUCKERY,

TRUCK AND DRAYMAN.

Begs to inform citizens and public generally that he is still to be found on the old stand, Yates Street, and hopes, by close attention to business, to receive a share of their patronage. My teams will answer on all trucks and drays. All orders left at Baker and Succ. Yates Street, or the Pacific Stables, Fort Street, will receive prompt attention. dec2 1m

FOR SALE.

FOR SALE.

A PAYING BUSINESS

In New Westminster, B. C., for sale, the Bodega, well furnished, Dining Room and Furniture, Kitchen, with Range, Cooking Utensils and Table Ware. Price $700. Reason for selling, old age and being unable to attend to the business. Address W., HERALD office, Vancouver. jan14

MEDICAL.

MRS. ROGERSON, MIDWIFE. Nurses and Boarded Gentlemen of professional from the University of Edinburgh. Calls promptly attended to. Residence, corner of Douglas and Cook street, next door to Powell's grocery store. sep19

LEGAL.

ROBERTS & TAYLOR,

BARRISTERS & SOLICITORS

120 M. ESTATE

Langley street, Victoria, B. C. W. J. TAYLOR.

INSURANCE.

THE NORWICH UNION

FIRE INSURANCE SOCIETY.

Established 1797. Assets, nearly $20,000,000.

W. E. BLACKMORE, Agent,

Bastion street, Victoria, B. C. jan 1 y

Notices.

British Columbia Milling and Mining Co., Limited

NOTICE.

THE ANNUAL GENERAL MEETING OF the Shareholders of this Company will be held at the office of said Company, Langley Street, Victoria, B. C., on MONDAY, the SEVENTH DAY OF FEBRUARY NEXT, at half-past eleven o'clock, a. m., to receive the report of the Directors for the three Directors for the ensuing year, and for the transaction of such other business as may then and there be submitted.

The transfer books will be closed between the 25th day of January and the 7th day of February, inclusive.

By order of the Directors.

GEO. A. SAMPSON,

Dated 5th Jan., 1887. jan8 Secretary.

British Columbia Milling and Mining Co., Lim'td.

NOTICE IS HEREBY GIVEN THAT THE following assessed shares in the Capital Stock of the above named Company have been sold at public auction, to enter assessment No. 8, with interest and expenses, and that the Certificates therefor have been cancelled, namely:—John Bennett, Certificate No. 80, 50 shares; Elizabeth Emma Cooper, 2 Shares; Peter Donnelly, 111, 500 shares; Augusta E. Green, 112, 50 shares and 113, 50 shares; Edith Green, 114, 50 shares; Alfred J. Goode, 115, 50 shares and 116, 50 shares; Asbury Lesley, 109, 50 shares; Wesley A. Bailey, 110, 50 shares; Geo. C. Rogers, 98, 100 shares and 99, 100 shares; Leo Chew Fan, 101, 200 shares; William McEwan, 121, 50 shares; Thomas Gilmer, 78, 50 shares; Guy C. Phipson, 107, 100 shares; Arthur William Reynolds, 108, 100 shares; Charles Smith, 208, 50 shares; J. Chrystal Smith, 209, 125 shares; J. Spencer Thompson, 102, 100 shares; John Wilfred Welch, 91, 250 shares; and Alexander Wallace, 105, 100 shares.

The public are cautioned not to negotiate any of the above certificates or shares.

GEO. A. SAMPSON

Secretary.

Victoria, 10th Jan., 1887. jan 14

Notice is Hereby Given

THAT APPLICATIONS WILL BE MADE TO the Legislative Assembly of the Province of British Columbia, at its next session, for an Act to empower the Victoria Chinese Free Masons Charitable Association to realize the assets of such Association, and to distribute the same amongst the members thereof proportionately to their terms of service.

YATES & JAY,

Solicitors for the Trustees.

Dated at Victoria, the

23d day of December, A. D. 1886. de 24-w

NOTICE.

MR. GUSTAV LEISER HAS BEEN Admitted as a partner in the last one of a Dry Goods Merchant, now carried on by Moses Leiser, Victoria, Government Street, and the business will henceforth be known as "LEISER & LEISER."

MOSES LEISER.

GUSTAV LEISER.

Witness, THEODORE DAVIS.

NOTICE.

S. ISAACS will continue the fur business in the old stand formerly occupied by J. H. Salter, Government Street.

S. ISAACS.

S. S.—All work guaranteed. dec 18

Medical Council of British Columbia.

AN EXAMINATION OF CANDIDATES FOR admission to practice under the provisions of the British Columbia Medical Act of 1886, will be held in the CITY OF VICTORIA, on TUESDAY, the 1st day of FEBRUARY next. Full particulars will be given by applying to the Registrar.

G. L. MILNE,

jan 5 1m Registrar and Sec'y.

GENERAL

PASSENGER AGENCY.

ATLANTIC STEAMSHIP LINES,

To or from Great Britain or the Continent.

Berths secured in advance by Telegraph.

HALL & GOEPEL,

GOVERNMENT ST., VICTORIA.

Glasgow and London

FIRE INSURANCE CO.

Capital	$2,500,000
Government Deposit	100,000
Reserve	517,000
Income	1,100,000
Assets in Canada	102,624

HEAD OFFICE FOR CANADA.

Glasgow and London Building, MONTREAL.

D. MACDOUGALL LANG, General Manager.

London, England.

JAMES BURNS,

Agent for British Columbia—Office, Langley Street, Victoria, B. C.

Every description of Fire Insurance effected at Lowest Rates.

Empire Brewery.

HENNING PETERS, late of the Lion Brewery, is now prepared to supply the trade and families with all kinds of

Beer, Ale and Porter.

The Brewery is situated on Spring Ridge, and is built over a well of pure, ever running spring water. This fact enables the manufacture of very Kind of beer, equal to any imported Ale, Beer and Porter.

The machinery and is of latest pattern, the appliances are pure water, malt and hops, and a trial is only necessary to convince that the HENNING PETERS Brewery is the Favorite.

All orders for city supply, or for shipment to Island or Mainland points will receive prompt attention and a satisfactory article furnished.

HENNING PETERS,

Empire Brewery,

oct13 tf Fort st. Bdge, Victoria, B. C.

John Meston

CARRIAGE MAKER,

BLACKSMITH, Etc.,

Government street, between Johnson and Pandora Streets,

VICTORIA, B. C.

W. E. CHAMBERLAIN & T. A. ROBINSON

PACIFIC Business College,

320 POST ST. SAN FRANCISCO

LIFE SCHOLARSHIPS $75

No Vacations

DAY AND EVENING SESSIONS

Railways and Steamers.

The Canadian Pacific Railway

Is now open for Freight and Passenger Traffic and Trains are running through

Between Port Moody, Winnipeg, Ottawa, Toronto, Montreal, Quebec, Halifax, St. Paul, Chicago,

And all points in CANADA and the UNITED STATES.

The equipment of this line is all new and of the highest class. Our Sleeping and Dining Cars are unsurpassed, and our First and Second Class Coaches merits of comfort. The Colonist of our Sleeping Cars is unquestioned, every luxury of the season is served in them.

We run the gamut of the Great scenery in the world—Mountains, Lakes, Streams and Prairie.

Smooth, well ballasted Road Track. **FREE SECOND-CLASS SLEEPING CARS**

NO DUST.

When Going East

Purchase TICKETS via Canadian Pac Railway.

BE SURE AND CONSIGN YOUR FREIGHT BY THIS LINE.

For Tickets, Sleeping Car, Berths, and all information, apply at Office of the Canadian Pacific Navigation Company (Ltd.), Wharf Street, Victoria, B. C., or C. P. R. Agent, Port Moody.

G. A. CARLETON, Freight Agent.

D. E. BYRNE, Passenger and Ticket Agent.

D. E. BROWN, District Freight and Passenger Agent.

Railways and Steamers.

CANADIAN PACIFIC Navigation Co.

(LIMITED.)

TIME TABLE NO. 2

Taking effect July 13, 1886.

Burrard Inlet Route.

VICTORIA TO

Port Moody and Vancouver.

Daily except Monday, at 7 o'clock.

Moodyville and Hastings.

Wednesday and Friday, at 3 o'clock.

Port Moody to Victoria.

Daily except Sunday, at 2.00 o'clock.

Vancouver to Victoria.

Daily except Monday, at 12.30 o'clock.

New Westminster Route.

LEAVE VICTORIA

For New Westminster, Ladner's Landing and Lulu Island.

Monday at 9 o'clock, Wednesday and Friday at 7 o'clock.

Plumper Pass

Friday, at 7 o'clock.

Port Hammond.

Monday at 5 o'clock, Friday at 7 o'clock.

Leaves Port Hammond for Victoria.

Monday at 10 o'clock.

Friday at 12 o'clock.

Leaves New Westminst'r for Victoria.

Tuesday, at 4 a. m.; Thursday and Saturday at 7 o'clock.

For Plumper Pass.

Tuesday at 7 o'clock.

Fraser River Route.

Leaves New Westminster for Hope, Chilliwhack, Harrison and way Landings

Tuesday and Saturday at 7 o'clock

Leaves Hope for New Westminster and way Places

Monday and Wednesday at 7 o'clock.

Leaves Chilliwhack, 6 o'clock.

The Company reserve the right of changing this Time Table, at any time without notification.

Steamers leave by Standard Time, which is 20 minutes faster than Victoria time.

G. A. CARLETON, Gen. Agt. P.

JOHN IRVING, Manager.

Oceanic Steamship Company.

Carrying United States, Hawaiian and Colonial Mails.

WILL LEAVE the Company's Wharf, Folsom Street, San Francisco, California, for

HONOLULU, AUCKLAND AND SYDNEY,

WITHOUT CHANGE

THE MAGNIFICENT 3000 TON Iron Steamer

MARIPOSA,

February 15th ..... at 2 P. M.

Or immediately on arrival of the English mails.

For freight or passage, apply at office, 327 Market St. JOHN D. SPRECKELS & BROS., 327 Market Street, San Francisco, California.

nov28

PACIFIC Mail Steamship Co.

COMPANY'S STEAMERS call for

Hongkong via Yokohama,

City of Sydney ..... Feb. 12

City of Rio de Janeiro ..... March 1

City of New York ..... March 29

For New York via Panama.

Steamers will sail this, the 3rd and 18th of each month for ports of call. See San Francisco papers.

WILLIAMS, DIMOND & CO., Gen. Agents, 214 California Street, San Francisco.

OREGON RAILWAY AND NAVIGATION CO.

COLUMBIA RIVER ROUTE

TIME TABLE,

Commencing Monday, Aug. 2, 1886.

ATLANTIC EXPRESS.

Leaves Victoria at	3.45 a.m.
Arrives at Tacoma at	10.30 a.m.
Leaves Tacoma at	10.40 a.m.
Arrives at Seattle at	2.00 p.m.
Leaves Seattle at	3.45 p.m.
Arrives at Tacoma at	5.05 p.m.

PACIFIC EXPRESS.

Leaves St. Paul at	4.00 p.m.
Leaves Helena at	8.15 a.m.
Leaves Walla Walla at	10.50 p.m.
Arrives at Portland at	10.00 a.m.
Leaves Portland at	12.00 a.m.
Leaves Tacoma at	4.00 a.m.
Arrives at Seattle at	5.15 a.m.
Leaves Seattle at	7.00 a.m.
Arrives at Tacoma at	8.10 a.m.
Leaves Tacoma at	11.20 a.m.
Arrives at Victoria at	9.00 p.m.

For further particulars, apply to

ROBERT IRVING,

General Ticket Agent,

Two doors north of Post Office, Government street.

NOTICE IS HEREBY GIVEN that I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase two hundred acres of land, more or less, situated on the East Coast of Vancouver Island, and described as follows:

Commencing at a stake at the northeast corner of Lot 37, Range 1, Comox District, thence south forty chains; thence west forty chains; thence 40 chains to beach; thence northeasterly following meandering of the beach to point of commencement. MORRIS HINE.

January 17, 1887. jan17 law 2m

NOTICE IS HEREBY GIVEN that I intend making application to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land situate in Kitimaat District, described as follows:

Commencing at N. King's N. W. corner, thence north 80 chains; thence west 40 chains; thence south 80 chains; thence east 40 chains to point of commencement. JAS. KING.

Kitimaat, B. C., Jan. 15, 1887. jan18 law 2m

NOTICE IS HEREBY GIVEN THAT W. Jackson intends to apply to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land in Nanoose Bay Rupert District, described as follows:

The north east corner post is situated on the north bank of small creek emptying into Nanoose Bay, distant 40 chains west from the north east corner post of Section 1, thence south 80 chains; thence west 40 chains; thence north 80 chains; thence east 40 chains to point of commencement. JAS. KING.

Nanoose, B. C., Jan. 15, 1887. jan18 law 2m

Portland Advertisem'ts.

Dr. SPINNEY

Mallory Block, opposite Post office,

PORTLAND, OREGON.

TREATS with the same remarkable success as of old, ALL CHRONIC SERVOUS AND SPECIAL DISEASES. Consultation solicited and prompt attention given patients. Call, or write for pamphlet and list of questions. jan12

OREGON MILLING CO.'S

Royal Flour.

THE BEST IN THE MARKET.

Carried off two premiums at the late Mechanics' Fair, Portland. At New Orleans was sold at close of Exhibition at a higher price than any other flour, and pronounced by leading bakers to be the best they ever used.

Sold by all leading Grocers.

JOHN WILSON,

Moody's Block, Yates street Victoria,

Agent for British Columbia.

Awarded First Premium at Oregon State Fair, 1885, 1886, 1886.

Awarded First Premium at Portland Fair 1880, 1882, 1884.

Capitol Mills Flour

FULL ROLLER PROCESS

Manufactured by the Salem (Oregon) Capitol Flour Mills Company, Limited.

ONCE TRIED ALWAYS USED.

The above flour was sold at New Orleans, after close of the Exhibition, for 25 cents per barrel more than any other flour, and pronounced by the buyer, Mr. Bohm, the baker who bought it, the best he had ever used.

Head Office—Hillsburgh, Scotland.

Mills—Salem, Oregon.

POSTLAND AGENT:

ALEX. GRANT,

3 Stark street.

Red Crown Roller Mills

Manufacturers of Albany Patent, Snow Flake Family Graham, Bakers and Mount Hood Superfine Flour.

For sale at wholesale and retail by all respectable grocers.

TRY IT. Mills at Albany, Oregon.

IRON, LANNING & CO.

aug 14 tf Proprietors.

The Starr Kidney Pad,

A PERMANENT,

Sure Cure for Diseases

Disorders and Ailments of the Kidneys, Bladder and Urinary Secretion, such as Albuminous Deposits, Smarting Pain in Small of Back, Sides, etc., Frequent Urine, Urine, such as too Frequent, Scanty, Difficult, Painful or Copious Micturition, Inability of Retention and Involuntary Urine, Dropsical Symptoms, Gravel, Catarrh of the Bladder and passages, Bright's Disease, Diabetes, Dropsy, Piles, Nervous Debility, etc., etc.

Pamphlets and Testimonials can be obtained from Druggists free.

Pads—Child's Pad, $2.50 (some had cost very Regular Pad, $3.00. Special Pad for Chronic Diseases, $4.00.

"Good Backers.—As the Starr Kidney Pad Co. of Toronto are again introducing in this city, we feel bound to say that we have sold a great many of the Starr Kidney Pads, and have never had a single one returned, and we believe that the large percentage of cures which has created their great authority for so many dangerous diseases. The numerous testimonials of cures made by the Starr Kidney Pad, we know to be genuine, and we believe it to be a duty we owe to our fellow-men to stand in the front rank of those who are willing to rend to the open sewerage accumulation of this country a pads, which have so proved to the efficient treatment of some backs and all weaknesses of the lumber and genito-urinary organs."—Victoria Colonist, Sept. 11, 1886.

LANGLEY & Co., Wholesale Agents, Victoria, B. C.

Retail by E. Pimbury & Co., Spratlin, T. Pickard, Emmons, Jones, R. R. Richardson, Cowichan, A. B. Johnson & Co., Chemainus, J. McNeely, Nanaimo, Langley & M. Harding and D. S. Curtis & Co., New Westminster; H. Bodwell & Co., Vancouver; McCurdy & Hamilton and Vancouver Drug & Chem. Co., Vancouver; E. H. Hewett, Fraser Valley; and Vancouver Drug Co., Vancouver. sept 11

COCKLE'S

ANTIBILIOUS

PILLS.

The Great English Medicine.

PURELY VEGETABLE INGREDIENTS AND WITHOUT MERCURY. USED BY THE ENGLISH PEOPLE FOR OVER 120 YEARS. SOLD BY ALL DRUGGISTS.

WHOLESALE AGENTS,

EVANS SONS & MASON, LTD.

MONTREAL.

D

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

VICTORIA, Tuesday, Feb. 1, 1887.

CITY AND PROVINCE.

—Ice for sale at the Poodle Dog.

—For first-class Canadian butter go to FULL & CO.

—Money saved by having your plans made by FRASER, the ARCHITECT.

—The advance sale of seats in Portland for the Abbott opera season reached $3000.

—A fine line of water proof coats and umbrellas, cheap at A. GIMMONS'S, Johnson street.

—A splendid HALL'S burglar proof safe is offered for sale at a bargain. Apply at this office.

—A well known Yates street plumber and gas fitter was locked up yesterday for safe keeping. Cause: Intemperance.

—Photographic views along the line of the C. P. R. in B. C., for sale at R. MAYNARD'S, Douglas St.

—The ladies of the Methodist church will give a social this evening in the new Sunday school, Broad street. Admission 25 cents.

—The sale of seats for Victor, the Bluestocking, to be presented this evening at the Victoria Theatre, is not very large. The opera is a charming one, however.

—A rate war is now going on between the O. R. & N. Co. and the steamer Fleetwood on the Sound, and as a consequence fares are way down.

—During the late wind storm thirty-eight vessels were anchored at Port Townsend waiting for an abatement of the elements.

—The affinity between the *Colonist* and the weather at present is very marked. Both are erratic, changeable and unreliable.

—The *Colonist* has not yet discovered that it stole bodily from THE TIMES the article a Miller's Romance appearing in

—DOWNIE & JOHNSON, piano manufacturers, tuning and repairing. Factory Community street, between Douglas and Blanshard. First class work only. Telephone 98; P. O. box 422.

—The Geo. E. Starr occasioned considerable uneasiness in Port Townsend last week when she started for this port in a gale. Two tugs were sent to her rescue, but she was found to be O. K. under shelter of the shore.

—Dr. A. G. West, dentist, will for the present occupy dental rooms in Hastings' Photographic buildings, Fort street, where his old patrons and all requiring fine dental work, are respectfully invited to call.

—FULL & Co. having completed arrangements in the east for the supply of choicest Butter and Cheese from the best dairies, are now in a position to give their customers the full benefit of such arrangements.

—The senior government organ has received several thousand dollars as substantial reasons why it should keep mum on the financial position of the province. Money tells every time with our contemporary.

—A report was sound to-day that the Geo. W. Elder finding it too stormy outside the Cape, returned to Esquimalt Saturday night. It is hardly probable, as Neah Bay is thought would be equally as safe to anchor in.

—ANOTHER CANDIDATE.—With pleasure we announce the candidature of A. R. Erskine to supply the PUBLIC with BOOTS and SHOES at most reasonable prices. Cash is his platform; committee rooms corner Government and Johnson streets; all are invited.

—People are asking to-day what has become of Victoria's Italian climate, and blue, cloudless skies? Parties are searching in vain for roses in bloom, pansies, violets and primroses. Where, O where are they? The *Colonist* had better trot out its strawberries.

—Fair Saanich is having domestic troubles amongst some of its families. A youth and maiden fair have been the means of creating a good sized scandal which has busted. The second chapter in this drama of life will figure in the police court to-morrow.

—The Northern Pacific Railroad Company have lately made an advance in wages of train men on the Pacific division a raise of about 10 per cent. Passenger conductors receive $110 per month; passenger brakemen, $66; baggagemen, $60; freight conductors, $90; freight brakemen, $60.

—The Celestials are about as scarce to-day on the streets as are the blackbirds. A few months in each year of such weather as they are now experiencing is enough to induce a good ten yearly pass through the mail in otherwise, you do so by calling at the stalls, Douglas street.

EMMA ABBOTT.

This Celebrated Artiste Coming Next Week—Sale of Reserved Seats Tomorrow.

The sale of reserved seats for the engagement at the Victoria Feb 8th, 9th and 10th, of the renowned Emma Abbott Grand English Opera Co., will begin to-morrow morning at Watt's book store, and it is expected there will be a rush to secure good seats for such performances as these have already been an innumerable number of inquiries for seats for single performances. The sale of season tickets began with much interest this morning and continued all day with no lack of spirit, and which prelude for the fair prima donna perfect ovations, and three of the largest audiences ever seen within four walls in Victoria. Emma Abbott has been a remarkably successful woman, ever since she launched forth in her operatic career seven years ago, and is to-day the most popular prima donna of the many who have undertaken the production of grand opera in English in the United States. Emma Abbott never disappointed the public and presents all of her operas with a nice attention to detail, and with such superior ensembles as ensures artistic and enjoyable productions. Her artists are of superior merit, the chorus large and strong and the orchestra grand and complete under the direction of Signor Tonjat. "La Traviata," "Marta," "Il Trovatore," will be delightfully presented in Victoria.

The Mikado.

The inevitable first night full house witnessed the production of this opera by the Thespian Opera troupe last evening. Expectation ran high as to the merits of the troupe and on the whole the production was not considered the best seen here. Having been produced here twice before, a certain amount of its charm seemed to have been lost; and also considering the troupe's shaking up coming over on the steamer yesterday apologies for the somewhat mediocre performance. The laurels of the evening were undoubtedly won by Miss O. Reynolds as Katisha. The "three little maids" were of the orthodox pattern; perhaps more vivacious than preceding ones. Harry Brown, the comedian of the troupe, is distinctly a favorite with all who love business with the ship.

AT POINT WRANGEL

we received aboard as passengers Major J. C. Calibreath, of the well-known firm of Calibreath, Grant & Co., traders, up the Stikeen river, owners of the steamer Alaskan, and the most extensive merchants and fur traders in the Northwest; Captain B. Sylvester, who has three trading posts about two hundred miles from Wrangel, and J. Merryfield, also a trader in the interior of British Columbia. All of these gentlemen crossed the mountains in mid winter, travelling in sledges drawn on the ice and snow by Indians. When asked if it was

"A COLD TRIP,"

Mr. Sylvester replied, "Oh no, on the way the coldest day was only 45° below zero. It was as low as 65° before we started." These gentlemen go to Victoria and will ship large supplies this coming spring for the next season's trade.

A PASSENGER DIES.

The night before reaching Tongass a man by the name of Robert McPhe, a passenger on the ship, died suddenly—disease unknown—but supposed to be of the heart. The body was placed in a neat coffin prepared by the ship's carpenter, and after anchoring at Tongass a funeral procession was improvised, consisting of boats crews and passengers. At about ten o'clock at night, in the midst of a driving snow storm, the procession started. Landing the procession moved to the top of a hill back of the fort where six feet of snow was removed and a grave made in which the remains of McPhe were deposited with Christian ceremonial pronounced by two Rev. gentlemen who happened to arrive from Fort Simpson, B. C., en route to Victoria. A board neatly lettered with name and date of death was placed at the head of the lonely grave.

A POPULAR CAPTAIN.

I make the voyage with Captain Carroll, the liveliest man on the deck or the bridge, on the Pacific coast. At the funeral above mentioned he was prepared to read the service of the Episcopal church, had not another clergyman unexpectedly appeared on the scene. He is equal to any emergency, deciding without hesitation and throws off his sou'wester to assume clerical duties rather than lay a stranger away without Christian ceremonies.

SOUND ADVICE.

After my brief observations I would advise miners and prospectors, who have no capital to keep away from Alaska in winter. There are many out of employment who cannot get into the mountains, and will see hard times before spring. To the tourist who has never seen Alaska in winter garb we say go and see it.

ANYONE can earn from two to five dollars a day by soliciting subscribers for the New Ladies' Domestic Magazine to be published in January. It is the best household paper in Canada, subscription only 50c. per year; bound to sell. The publishers are determined to secure a circulation of 50,000 to start with, and will send the Magazine for a whole year and a valuable present for 25c. Just think of it, this offer remains good for 30 days only. Address

ADELBERT MILLS, Business Manager,
Jan 25 3m W ST. STEPHEN, N. B.

ROYAL

BAKING POWDER

Absolutely Pure.

This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight alum or phosphate powders. SOLD ONLY IN CANS. ROYAL BAKING POWDER Co. 106 Wall Street, New York.

NEW TO-DAY.

TENDERS.

TENDERS WILL BE RECEIVED BY THE undersigned for the erection of a Steam Boiler on Fisher Street. Tenders close at 12 o'clock, at noon, Feb. 8th.

E. S. FISHER,
Feb Architect.

To the Voters in the Electoral District of Victoria.

Gentlemen,—I am a candidate for the Ottawa House of Commons as a supporter of Sir John A. Macdonald.

T. R. HUMPHREYS.

PACIFIC COAST S. S. CO.

TEMPORARY ARRANGEMENT.

Every Saturday for San Francisco
Leaving the outer wharf at One o'clock p.m.

Feb. 5, - - - Mexico.

Shippers must notify us when goods are for freight is required.

No Freight received after 4 p.m. on Friday, 4.

WELCH, RITHET & CO., Agents.
Wharf Street, Victoria.

B. C. Milling and Mining Co.,

(LIMITED)

ASSESSMENT No. 11.

NOTICE IS HEREBY GIVEN that an assessment of one cent per share has been levied upon the members of the above company, payable on or at the company's office, Langley street, Victoria, on or before the 1st day of February, 1887, from and after which date all shares on which the said assessment shall then remain unpaid shall be deemed delinquent.

By order of the Board of Directors.

GEO. A. SIMPSON,
Secretary.
Dated 1st January, 1887. Jan 15 14 W

A TRIP TO ALASKA.

Notes by the Way—A Very Stormy Northward Passage.

The Treadwell Mill—Towns of Juneau and Sitka.

The steamship Idaho, leaving Victoria on the 14th of January, under special permit, carried nine or ten of the released Metlakahtla Indians to their home in the village of that name. While they seemed quiet, they did not seem minded or to entertain any increased respect for the majesty of the law. More trouble in the near future is not improbable.

SAD CASE OF DROWNING.

Arriving at Fort Tongas we learned the particulars of the drowning of Prof. Saxman, who, with his young wife, had lately arrived from Pennsylvania and entered upon the duties of teachers in the mission schools. Arriving at Tongas, under orders from Prof. Jackson, Mr. Saxman, in company with Louis Paul, a trader, and a young Indian, went up a canoe to locate a new mission school in a place further up the bay. They were gone longer than expected and some Indians were sent to search for them, who found the canoe and some of the stores under such circumstances as to leave no doubt that the boat had capsized and all the inmates drowned. The heart-broken widow came down on the Idaho en route for her old home in Pennsylvania.

HEAVY WEATHER.

On our way up we met snow so thickly laid in we were compelled to anchor in Grinnell channel for one night, and could not get out of Tongas—which Capt. George calls a "hole"—until daylight the next morning after our arrival. We saw the sun for a few minutes, but failed not to have snow every day. Through continued snow and head wind we reached Douglas Island in due time and found

THE GREAT TREADWELL MINE

shut down for want of fuel, but the Idaho disgorged about 300 tons and the machine was at once set in motion. A force of 150 men is employed in blasting out an immense "quarry" of quartz, which is brought in cars to the fourth story of the mill building, where it passes into "rock breakers," thence to the one hundred and twenty stamps, when it is ground to powder and the free gold taken up; thence it is carried in machines which separates the sulphurets and throws off the worthless tailings; the sulphurets are carried thence to "roasters" where they are prepared for "chlorination," and going through that process are precipitated and pass through to the assay house, where, with the free gold in amalgam, they are melted and cast into "bricks." The entire establishment is so arranged that everything transpires by its own gravity from the time it leaves the tunnel in the quarry until the bricks are landed on ship-board. The plant is said to have cost about one and a half millions of dollars, but now the stockholders are reaping princely rewards. The entire island is claimed and several more mills, even greater than the Treadwell, are now in contemplation, to be located on different claims on Douglas Island.

THE TOWN OF JUNEAU,

located about three miles across the bay from Douglas Island, contains about 2,000 inhabitants, mostly miners and merchants, who are engaged in supplying them. There are rich placer mines contiguous, to Juneau, but cannot be successfully worked in winter.

SITKA.

The steamer next proceeded to Sitka, a place noted for its old Russian buildings, U. S. officials and the the American man-of-war Pinta, which seems to be permanently anchored in that harbor. The harbor seems to be a safe retreat for such a vessel, as there is little to attract hostile Indians or foreign enemies. Our ship gave her coal for culinary purposes and to keep her steam launch at work for a month and left her to enjoy quiet for the balance of the winter. Lieut.-Com. Newell is an educated and polished gentleman, but finds some trouble in contenting himself in such an inactive situation. Paymaster, Lieut. M. B. Calvert, is a passenger down going to Portland on official business. The Paymaster was in hopes, on reaching communication with the outside world, that war would be declared as the only relief of the ennui attending the Pinta at anchor in Sitka harbor. In our opinion the only enemy she would be capable of successfully meeting would be a fleet of Nootsmoo canoes, and a small one at that.

U. S. OFFICIALS.

We found the U. S. District Judge, Lafayette Dawson, sadly confused, waiting for a monthly mail, supported by U. S. Marshal Atkins; U. S. Attorney Bail and Clerk and Acting Governor Lewis, all expecting most important mail, and some expecting successors in office. Of the last named, the genial Col. French was the only one whose expectations materialized—Capt. John McCafferty being a passenger with orders for delivery of the custom house and the paraphernalia attached thereto. The Captain had been received in good style at Juneau and warmly welcomed at every point where we had made a landing, and now was warmly greeted at Sitka.

GOVERNOR SWINEFORD

was absent, having transferred the editorial charge of his paper, the *Alaskan*, to Marshal Atkins, as I was informed, and he departed to the national capital to endeavor to defeat the confirmation of McCafferty. The citizens of Juneau, all admirers of McCafferty and deceivers of Swineford, hearing of the prepared mission of the latter, addressed a note to the President, asking the immediate removal of the Governor and appointment of a man of sense in his place. The letter charges him with malfeasance in office, and with having incited the anti-Chinese riot in February last. The malfeasance consisted of pocketing $700 out of $2000 appropriated for the purpose of securing an Alaska exhibit for the "North, Central and South American Exposition" which was held in New Orleans last year. After laying many charges at his door the people of Juneau ask the President to relieve Alaska of the incubus, and there seems but one in the territory to enter a protest, and he the most notorious drunk in the territory, residing in Sitka.

STEAMER YOKON FOR THE YUKON.

The steamer Yukon, commanded by Capt. Haley, left Juneau on the 23d of January with twelve Yukon miners and supplies for an expedition across the mountains. It is thought to be too early in the season to venture into the mountains, but those going desire to be the first on the field and take the desperate chances, of a winter trip.

MISSING VESSELS.

The steam schooner Leo, which left Port Townsend on Jan. 15th, was overdue and not heard from. Friends are uneasy, fearing some accident.

A schooner left Sitka some two months ago for Alaska, and has not been heard from since. It is believed she perished with all on board.

On our return from Sitka we put into Killisoo, a fishery owned by

THE NORTHWEST TRADING COMPANY,

and the business presided over by Hermann Dreher, Karl Spaan. The business is principally in obtaining oil from the herring, which are taken in immense quantities—three thousand barrels having been taken in one day during the last fishing season. Nearly ten thousand barrels were put up during the last season, besides a large amount of codfish and salted herring. The whale sometimes encounter on the fishing grounds of the "Duke," when he proceeds in person, and without fails to bring in the big fish, which frequently yields one hundred barrels of oil.

A VALUABLE HERD.

The Idaho took aboard 1,000 barrels of oil and then proceeded to Douglas Island where she completed her cargo with tailings from the Treadwell mine—who knows how much in value? The Idaho's purser, Maj. M. M. Buckman, is the artist who handles all the treasure and watches with care that no freight is lost, nor passenger who has not paid his fare. He is a favorite with all who have business with the ship.

AT POINT WRANGEL

C. BYRNES,
AUCTIONEER.

AUCTION

Friday, February 4, 11 a.m.

Furniture, &c.

I have been instructed to sell all the Furniture in the Lodging House over Smith's Checker Bakery on Fort street.

The contents of Twelve Bedrooms, Sitting Rooms and Kitchen, consisting of Counts, 4 and single Bedsteads, Mattrasses, Pillows, Carpets, Blinds, Lamps, Parlor Suites, Rocks, Chairs, Tables, Crockery, Tinware, &c., &c.

Jan 31 CHAS. BYRNES, Auctioneer.

AUCTION

Re Kwong Lee Estate.

POSTPONED.

The Sale of the Book Accounts of the above Estate advertised to be sold at Kwong Lee's Store, Cormorant street, Victoria, on the 22d January is postponed until 10th February, 1887.

By order. C. BYRNES,
Jan 21 Auctioneer.

Victoria Theatre.

ENGAGEMENT EXTRAORDINARY!

Tuesday, Wednesday, Thursday

Feb. 8, 9 and 10.

The management respectfully beg to announce the first appearance in Victoria of the Famous

Emma Abbott

GRAND

English Opera Co.

"Largest, Strongest, Most Expensive and Successful English Opera Company in the United States."

Complete and Perfect in every detail. Artists, Chorusses and Grand Orchestra forming ensemble which for Magnitude and Merit has never been equalled on the English Lyric Stage.

ABBOTT.

New & Brilliant Array of Artists!

SOPRANOS: Emma Abbott, Ariel Bertini, Marie Hindle.
TENORS: F. Richelieu, A. Montrepin, H. Drummond.
CONTRALTOS: Louise Annandale, Bertha Fricke.
BARITONES: William Pruette, Robert Moncrieff.
BASSOS: Wm. Broderick, Walter Allen, Robert Ward.
CONDUCTOR OF THE MUSIC: Signor Tonjat.

Grand Chorus and Orchestra, in the following Brilliant Repertoire:

TUESDAY—Verdi's Master Work.
"LA TRAVIATA"
Emma Abbott, - as - Violetta

WEDNESDAY—Flotow's Charming Opera.
"MARTHA"
Abbott's "Last Rose of Summer."
Emma Abbott, - as - Marta.

THURSDAY—Verdi's Grand Opera.
"IL TROVATORE"
Emma Abbott, - as - Leonora.

The Opera produced with all the Accessories of Costumes and The Abbott Company's Own Orchestra of experienced Musicians.

NOTE—The Sale of Season Seats (only) will begin Tuesday, Feb. 1st, at Watt's, and continue one day. The Sale of Seats for single performances will begin Wednesday, Feb. 2nd.

PRICES—Season Tickets, Parquette and Dress Circle, $5.00. Single Seats, Parquette and Dress Circle, $1.00.

Admission, $1.50. Gallery, 50 Cents. jan29

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Commencing Monday, January 31st.

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GRAND FAMILY MATINEE
On Saturday Afternoon at 2 o'clock.

Box Sheet opens at Watt's Book Store, Wednesday morning, Jan. 26th, at 10 o'clock.
Prices—$1.50, $1. Gallery, 50c. - - jan24 tu

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